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HONGKONG, TUESDAY, OCTOBER 29th, 1991

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This World-renowned Fine OLD HIGHLAND WHISKY Sole Shippers-CUTLER, PALMER & CO. is obtainable in Hongkong of their Agents. SIEMSSEN & CO. Hongkong, 1st January, 1901.

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Extra cars at 11/30 pais and 11/45 p.m. SPECIAL CARS by arrangement at the Com-JOHN D. HUMPHREYS A SON. Hongkong, 'et October, 1901: 2048;

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## BOX OF CADBURY'S PURE CHOCOLATE.

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SHIPPERS TO CHINA FOR 75 YEARS. Their Brands are favourably known all over the World. The following are some of their Stocks with the undersigned:-C.P. & Co.'s INVALIDS' PORT

SUPERB OLD COGNAC.

\$22.50 PER DOZ.

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SPARKLING MINERAL TABLE WATER. MANUFACTURED ENTIRELY FROM PURE TREBLE-DISTILLED WATER.

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CHRISTMAS and NEW YEAR CARDS. A Larger Assortment than ever. Mails for Europe close November 22nd and 27th, and December 2004

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PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF EVERY DESCRIPTION. ENGINE & SHIPBUILDING WORKS, OFFICES & SALES-ROOMS, KOWLOON BAY.

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Shipment of BON-BONS CRACKERS of latest designs and descrip-

10% Discount for Cash. Inspection earnestly solicited. H. RUTTONJEE, No. 5, D'Aguilar Street; Nos. 39 & 40, Elgin Road, Kowloon. Hongkong, 28th October, 1901.

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CALCUTTA.

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THE STANDARD INDIAN BILLIARD TABLE. Manufactured throughout in Calcutta and guaranteed to stand the tropical

PRICE, complete, with accessories for Billiard. -Ra. 1,450, packed. SPECIAL ADVANTAGE-

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We take all RISKS against Breakage.

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS.

Hangkong, 21st June, 1901.

TELEGRAMS: "CARMICBARL," HONGKONG A B C Code, 4th Edition. Ad Code Lieber's Standard Code. TELEPHONE, 232.

SANITARY

OWNERS of HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their premises LIMEWASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 31st day of October, 19:1, and the Sanitary Board being convinced of the necessity of CLEANLINESS in its efforts to STAMP OUT PLAGUE, is determined to RIGOROUSLY PROSECUTE any owner in default after the above named

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Screet on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Ti, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Board. G. A. WOODCOCK, Secretary. Sanitary Board Office,

Hongkong, 1st October, 1901. NOTICE FROM SHANGHAI.

DRIME ROAST BEEF, GAME, BRAWNS, PORK and GAME PIES. &c., can be obtained from the undersigned during the cold weather. HOPKINS' BUTCHERY,

Corner of Ningpo and Szechuen ROADS, SHANGHAI Shanghai, 21st October, 1901. SHOPTHAND AND TYPEWRITING.

ESSONS can be had in the above Subjects A at a Moderate Charge. For further particulars, apply to-CHAS. J. JUDAH, Care of Daily Press Office. Hongkong, 24th October, 1901.

A ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements. 89A, TOP FLOOR, QUEEN'S ROAD CENTRAL Opposite to Chas. J. Gaupp & Co Hongkong, 20th March, 1901.

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ONGKONG TOTEL

A First Class Hotel in every respect Elegantly Furnished Reading, Music, and

Smoking Rooms. Dining Accommodation for 250 persons

Hydraulic Elevators we every floor.

Cuisine of the best.

Hot and Cold Water throughout Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

All Hotel Linen washed on the premises by Machinery.

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Bedroom Accommodation-132 rooms. Fire Extinguishing Mains on every floor

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Hongkong, 2nd July, 1900. WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL. Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMI-LIES by the DAY or MONTH.

FIRST CLASS HOTEL of 15 Bed-A rooms, elegantly furnished The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of

Cuisine excellent ; under Experienced Me-Terms Moderate. A. FONSECA,

Manager. Hongkong, 1st December, 1899. HING KEE HOTEL.

MACAO. THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms.

(ESTABLISHED 1873)

Cuisine Excellent. Prompt Attendance. Terms very Moderate. L. HING XEE, Proprietor. Telegraphic address " HINGKEE " [1682]

#### " BOA MACAO.

Orders will meet with prompt and careful THE SANITARIUM OF SOUTH CHINA. Macao is 40 miles West of Longkong, and the trip is made each day (Sundays excepted) by the Steamer "HEUNGSHAN," Capt. W. E. CLARKE, leaving Hongkong at 2 P.M. and Macao at 8 A.M. Connection made at Macao with Company's Steamer to sud from Canton. Cable Address-"Boavista."

CLARKE & CO., Proprieters. For Terms, apply to

MANAG VICTORIA SHAMEEN, CAND

BRITISH CONC COD Accommo Excellent Cusine.

Every Convenience Canton, 1st Octo

act the part of the village bully, and to ask

how much she is to have out of all interna-

tional disputes to keep her hand out of the

mess. She appears to be tempted to look

upon herself as a kind of universal referee.

asked to plunder someone else he should

promise to refrain from making an offensive.

display about the frontiers of Afghanistan,

but in such a deal the terms are not equal.

If England gives her word, say not to object

to Russia's ways in Manchuria, she is

morally bound to her engagement, as her

to her than even a temperary check to

Russian ambition in Northern Asia. The

case is, however, widely different with Rus-

England note for a flash note of hand drawn

on Aldgate Pump. We must, we fear,

accept REUTER's information as but another

reason for surmising, but we doubt if any

and the Public would welcome any sign that

showed a disposition on the part of Russia

to become a better neighbour than she has

recently shown horself. The time is yet

distant, we fear, when Russia will consider

her best interests to lie in friendly co-opera-

tion with her neighbours, and till that time

arrives we cannot expect her of her own

motion to make such a pact as is suggested

in the telegram. There has been ne sign

of any influence other than friendly having

by friendly considerations to commit her-

self to a friendly act, we may well, until

further news arrives, postpone our congratu-

H.M. storechip Humber went into dock yes-

Early yesterday morning a grass-stack at

Dr. G. H. Bateson Wright, Headmaster of

Queen's College, and his wife are due here by

H.M.SS. Ists and Dido leave for home in

day or two. Time-expired men from the ships

This afternoon the Hongkong Football Chal

chosen on the field. The kick-off is timed for

Sergeant Williamson, of the Hongkong Police,

The only case of communicable disease re-

will hold a Rugby practice. Sides will

on this station will proceed home by the Isis.

Hunghom was destroyed by fire.

the Empress of India to-morrow.

lations.

terday at Kowloon,

LIMITED.

ESTABLISHED A.D. 1841.

WE BEG TO NOTIFY THE ARRIVAL

OF OUR NEW SEASON'S

# CONFECTIONERY

COMPRISING SELECTIONS OF THE

PUREST AND BEST DESCRIPTION.

FROMTHE SIMPLEST QUALITY TO

THAT OF THE FINEST AND MOST

CHARACTER, RECHERCHE

LEADING PORTED

PARISIAN L NDON

MANUFACTURERS.

# A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL.

# HONGKONG OFFICE: 14, DES VOUX ROAD CI,

LONDON OFFICE: 131, FLEET STREET, E.C.

Honokone, 29th October, 1901.

half-past four. REASONABLY it might be supposed that the has been promoted to the rank of Acting Indaily sending of the more important news spector. He came to the Colony about thirteen of passing events by telegraph to the East, especially seeing the few words years ago, and is a very genial and popular allowed, would afford but little political officer. scope to the packer to display his political ported as occurring in the Colony last week proclivities. As a matter of fact most was ene of enteric fever in the harbour, the papers in the Far East have from time to. sufferer being an European from the transport time noticed a tendency on the part of REUTER's European offices to impart a tinge to the telegrams sent. As fortunately in the universal competition we are not altogether dependent on REUTER, and as we have besides learned his little peculiarities, this small display of partiality does not grievously harm us, even if it have not its accompaniments of utility. It was thus that a few days ago REUTER informed us that the Afghanistan succession, and all questions arising out of it, had been settled between the Governments of Great Britain and Russia in the most completely satisfactory manner. This doubtless, as far as it goes, is important, and certainly to those concerned most welcome news. REUTER has, however, forgotten to tell us the pith from the Chapel in the Roman Catholic of the matter, and has left us completely in Cemetery. the dark as to whom the satisfaction has been given or what is the matter that has afforded such unmitigated satisfaction to someone. Judging from the recent Blue arriving here. This, of course, should have book issued about certain transactions concerning the Chinese Imperial Railways in North China, we might suppose that a settlement that would afford much satisfaction to Count LAMSDORFF might seem anything but agreeable to Lord LANSDOWNE, or vice-versa, while to the British public at large, who have some little interest at stake in the matter, it might well be that a settlement of a matter in which there was nothing threatled might not be looked at as in et a matter for self-congratulation. assia is concerned the questions

An act has been passed in the Philippines ment of the Interior, and providing a mining code for the islands.

Mr. D. R. Williams, Secretary to the U.S. Civil Commission, leaves Manila for the States We can comprehend a suggestion on the on the Sheridan, taking the annual report of part of Count Lamsdorff that in return the Civil Commission to Washington. for being permitted without questions

Messrs. Douglas Lapraik's steamer Haimun, which reached Manila from this port on the 12th inst. in the fast time of 54 hours, has been chartered by the U.S. Government for ninety days to be used as an inter-island transport. Her tonnage is about 636, and when new, a few years ago, she cost £45,000 sterling.

character for truth is of more importance The leasehold properties known as Stoke Bungalows East and West, situated at the Peak, and registered in the Land Office as Rural Building Lots 15 and 104, were exposed sia. Russia's word is valueless to her, for to sale yesterday by public auction at the office the very reason that no one will accept it of Mr. H. N. Mody. There was a number of bidders present, but the subjects did not find a in the open market. The transaction would purchaser and were bought in at \$17,000. be equivalent to the exchange of a Bank of

When H.M.S. Centurion was paid off at Portsmouth on the 19th ult, the crew were case where the wish is father to the thought. mustered on deck and addressed by Capt. That the constituents whom REUTER loves J. R. Jellicoe, C.B., who said the commission to tickle in the East would be delighted had been a long one, and they had done some that England would make some specially very hard work. It was very seldom that captain had the opportunity of leading his men foolish pact with Russia, we have some in warlike operations, but although he was knocked out early in the campaign, he saw such pact as is suggested by REUTER would enough to make him proud of the crew he commanded. They had won the approbation of the be acceptable by the British nation at large. King and the Lords of the Admiralty, and had Arrangements may be made with regard to brought honour and renown to the navy. frontiers and other important details in Asia,

The Sin Wan Pao says that General Ma has been recommended to station six of his regiments at the important points of the Pekingline by the foreign Ministers, on account of his army being exceedingly well disciplined. Our native contemporary further says that Sir Ernest Salow, British Minister at Peking, has lately communicated to Li Hung-chang the fact that if the Russians have definitely decided to return to China the railway line beyond Shanhaikwan, the railway inside of that line, which is at present under the British control, will also be been brought to bear on Russia with regard returned. The date of this return has to be to Afghanistan, and as Russia, at lenst in her present temper, is not likely to be moved fixed later.

Sondanio Mondigeren, a ladrone captain, who is known among the Philippines constabulary as the "Terror of Batsan," was arrested in Manila on the 17th inst. by the municipal police, and next day he was turned over to the constabulary and taken to Bataan province, where he will be tried by the Court of First Instance. Mondigeren was formerly an officer in the insurgent army, and figured prominently in the northern campaign of '99, and 1900. He is known as an intropid leader, for with all his faults he is said to be undoubtedly a brave man -a typical swashbuckler and free-booter-and for this reason his operations in Bataan were great menace to the peace of the province.

Mr. Henry Dallas, at the head of his Opera Company for the forthcoming Calcutta season. arrived at Bombay on the 6th inst. by the P. and O. steamer Valetta, with sixteen artistes, twelve of whom are ladies. With reference to the threatened litigation in Calcutta to be brought against him by Mr. John Gunn in the event of his producing Toreador at the Theatre Royal, Mr. Dallas, in answer to a query from a representative of the Advocate of India, said that he was the first manager of big companies in the East to agitate for the copyright of dramas and musical plays. His solicitor in London informed him that no such copyright existed. As a proof of this, some of the best songs in Toreador had already been sung in Calcutta at the Opera House, the very theatre Mr. Gunn is going to open in. These songs H.M. hattleship Barfleur, Capt. Sir George have been introduced in The French Maid. As I. S. Warrender, Bart., arrived from Yoke- Mr. Dallas saw no possible chance of protecting man gunboat Illis left for Canton yesterday had in his repertoire, he failed to see where the litigation came in.

The Globe, commenting on the appointment of Mr. E. H. Parker to the new professorship of Chingge at Owens College, Manchester, says: -The trade relations of the Far East with Great Britain, always an important factor in the commercial development of this country, have become of special interest in view of the recent to facilitate those relations is worthy of encouragement. In the ferefront of commercial the interior of China as soon as the country is of railway. opened up. Special classes have been established in London; and in Lancashire, which o'clock on Sunday evening, she was actually has a large trade connection with China, the the teaching of Chinese; while some subscriptions have been also promised by gentlemen who have special knowledge of the country, and are very auxious that Englishmen in this part of the kingdom should be enabled to avail themselves of the opportunities soon to be presented in the Far East. Mr. Henry Harrison, President of the Blackburn Chamber of Commerce, and Mr. Yerburgh, M.P., have, with great cordiality, supported this movement. authorities of the Owens College have thus been enabled to make provision for teaching ended its career by colliding with a rickshu and Chinese, and have decided to appoint Mr. E. H. Parker, who was for many years one of H.M. Consuls in China, as Professor of the subject. stabled at Mr. D. Kennedy's Horse Repository The history, religion, government, and comtional system of Owens College.

The Russian cruiser Varyag, which escorted creating a Mining Bureau, under the Depart- the Imperial yacht Standart to France, procooded to the Far East from Dunkirk on the

> The name of King Alfred, whose milleunary has just been celebrated at Winchester, will be perpetuated in the modern british may, being that of a first-class cruiser of 14,100 which is about to le launched at Barrow-in-Furness.

On the 18th inst. the Governor of the Straits Settlements and several other gentlemen met at the Town Hall, Singapore, to view the newly arrived portraits of Admiral of the Fleet the Hon. Sir Henry Keppel, G.C.B, and of the late Sir Charles Bullen Mitchell, G.C.M.G. The portraits are to be placed in position with the other portraits in the Town Hail. There is now in the present building room for only three, more portraits.

The cost to the United States of running the Insular Government in the Philippines for the last quarter of the year 1901 comes close on to two and a half millions of dollars, gold; the actual figures, according to the act appropriating a sum for that purpose from the funds now in the Insular treasury, being \$2,490,143,82. But this act of appropriation does not cover all the expense of government for the fourth quarter of the year, as appropriations have already been made for some of the departments up to the end of the year, and sums for anticipated deficiencies in those departments are not only provided for.

The Times of the 21st ult. says :- Many of the proceedings of Russia bear a strong resemblance to those of the Scotchman who. warily placed his log over the wall of his neighbour's fruit garden, and who, when unexpectedly asked by the proprietor where be was going, is said to have replied "Book agin." Encroachments on the rights of others, which would be abandoned if they were dealt with at the place and at the time of their occurrence, are apt to become established arrangements while Ministers in a distant country are considering in what way they should be treated, or are listening to polite assurances that no harm is either intended by or is in the least likely to proceed from them.

The Ethiopian Minstrel Troupe will make their first appearance before the public at the Kowloon Institute to-night at 8 p.m. The Minstrels are men of the Fleet Reserve, and they have been working hard for some time past to prepare the excellent programme decided on. The entertainment will be given in connection with the weekly free musical evenings the Rov. J. H. France provides for the seamen of the port, and as Commodore Powell, C.B., has consented to be present, with others who take an interest in the recreation of our seamen, a large audience may be anticipated. The programme consists of twenty-six items, the closing being a tableau." Britannia." The entertainment, with variations, will be repeated later, when a charge for admission will be made on behalf of -the-Institute.

"Phlegmatic ' is the derisive adjective prominent in Continental appreciations of our character. It will soon be, if it is not already, inaccurate. Having survived a severe strack of "Made in Germany," we have now (says Commerce) developed a new species of complaint, which for brevity's sake we designate Americanitis. Our diagnosis shows it to be a sovere form of inflammation of the business bump, induced by nervousness, and the iteration and reiteration minor successes by the born-advertisers trans-Atlantic. We have cast reserve to the winds, and are working ourselves up into a state of feverish excitement. In conclusion, Commerce thinks our commercial system needs a little bracing up. Where Americans, who want to run our steam bouts and trains, can see profits, our own industrial captains ought to be able to make them.

Mr. Harry De Windt, the explorer, is about hama at 2.30 yesterday afternoon. The Ger- himself against a person performing what he to make a third attempt to accomplish an over-Europe and America: In the third week of January Mr. De Windt and Mr. Harding will kept busy. A good try came from the leave Yakutsk and go north-east, over uninhabited and practically unknown country, to Nijni Kolymsk, the most remote north-easterly settlement of Siboria, on the shores of the Arctic Ocean, a distance of 1,500 miles. From here he will attempt to cross the Straits on the ice. Mr. de Windt's chief object is to survey occurrences in China; and anything that tends | the country to the north-east of Yakutak, to which point the Russian Government is projecting a railway next year from Irkutsk. equipment stands a knowledge of the Chinese Yakutsk will then be the junction of the Manlanguage, and there is in this country, as in the churian and Siberian systems. From Yakutak United States and on the Continent, a growing to Behring Straits the country, which, with the recognition of the necessity for the special exception of one mountain range, is all flat, will training of Englishmen who can proceed into also be surveyed in view of a possible extension

that the Powers interested will let Prince | team's forwards took charge from the kick out Chinese Government, know that no countenance proposes to send on visits to Australia, America, the Philippines, Java, Borneo, Saigon, and scriptions from Chinese residents towards the asked the Ministers to furnish the comabroad, who if they refuse will be visited in a hard shot from whatever from the Powers concerned." not see why the Chinese abroad should not be to-morrow to fright and ran off westwards, and when near whole course will be given them with that they remain Chinese subjects, presumably they there was no further alternation when the remain chinese subjects, presumably they saked to contribute to the indemnity fund. country in distress.

### TELEGRAMS.

"DAILY PRESS" SERVICE.

FROM OUR CORRESPONDENTS.

THE CRISIS IN CHINA.

LONDON, 27th October, 3.25 p.m.

INDEMNITY QUESTION TO BE REFERRED TO HAGUE COURT.

Mr. W. W. Rockbill, United States Com. missioner, reports to Washington that will probably be necessary to refer the Chinese indemnity question to the Hague Court of Arbitration, in consequence of the aggregate claims of the Powers exceeding China's promises.

#### GENERAL NEWS.

MARQUIS ITO ON JAPAN'S MISSION Marquis Ito at a dinner at the Metropolitan Club, New York, said that the new position in the Fur East necessitated the time to prevent defeat and repulse with still raising of extensive loans by Japan. He detachment would have been wiped out. After considered it the noble mission of Japan try to play the part of the broker nation in await further reinfercements. The Americans future for the maintenance of the peace

The Marquis sailed for Europe on Satur-

#### CRICKET.

H.K.S. "OCEAN" U. H.M.S. "ENDYMION." This match was played at the Happy Valley on Saturday, 26th October. For H.M.E. Ocean Fitch took 7 wickets for 12 runs.

H.M.S. "ENDIMION."

Paymaster Neat, c Lampen, b Barrett .... Nav. Inst. Franklin, b Fitch.......

Lieut, Johnson, b Berrett

Lieut. Dalrymple, c Jackson, b Fitch ...

Lieut, Richmond, e Barrett, b Fitch

	Licut, Gascoigne, b Fitch
	Mids, Robinson, b Fitch
	Mids. Bayly, b Fitch Corpl. Price, c and b Fitch
	Corpl. Price, c and b Fitch
	mids. McGachen, not out sommerous
	Mids. McGachen, not out
	Total
	H.M.S. 4 OCEAN.
	Mids Selby, o Bobinson b Dalrymple 9
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	Midd Howardt b Meantill agreement of the
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### FOOTBALL.

H.R.F.C. "A" TEAM U. OFFICERS OF H.M.S. "ARGONAUT."

This match was played at Happy Valley yesterday afternoon. The Argonauts started the game, and, after some erratic kicking had to play the ball in their own territory. Their custodian returned two easy, shots, but the pressure continued nasty, and was only relieved by an unproductive corner kick on the left wing. Play was then transferred to the opposite end of the field, and a neat shot from the centre-forward of the visiting team was smartly stopped by the club's backs. The game was assuming a much better aspect all round, although the combination could have been improyed. Witha hard-working, if at times selfish, line of forwards, the custodians on each side were Argonauts, but their outside-right man, Brown. fluked a nice pass and shot on the wrong side of the net. From the goal-kick the ball was carried up the Club's left wing, but a pass b the outside man was not taken up in time, and the Argonauts' custodian returned the leather to mid-field. The visitors now returned the visit, and had bad luck in not scoring, a swift ball from the left wing being saved by the Club's custodian more by luck than by judgment. The ball, weakly sent out, was again captured by the Argonauts, who were this time successful in scoring. Three minutes before half-time they recorded a second goal. Half-time: - Argonauts, 2; Club Team, 0.

The Argonauts assumed the aggressive after the interval, but their first ball was sent The L and C. Express says: -" We hope clean into the goalkeeper's hands. The home County Council has made a special grant for thing, or whoever represents what is the and sprinted up the field. The outside right will be given to the commissions that China man of the opposing backs an opportunity that resulted in the centreing of the ball. A couple of minutes later some nice combination work Singapore for the purpose of soliciting sub- on the part of the Club had its reward in the payment of the indemnity. Prince Ching has balanced soon after by the Argenaute, from misioners with credentials, which we trust will and just missed the net by inches. The ball be refused, in the sense he desires. Such a bounded back into play and was taken charge scheme is obviously intended to tax the Chinese of by Brown for the Argonaute. He sent we quarters that could trained through their relatives in China. We trust not possibly have been wed, and so the visitors their on such a scheme will receive no countenance got their third goal. In the minority by two, but in We do and with ten minutes to play, the Club began Company to force the game. Pive minutes later they reduced their opponents majority by one but

#### ANOTHER DESPERATE FIGHT IN SAMAR.

A Cathalogan despatch of the 17th test to ment of revolt Amother desperate asset to bolomen on American truops is reported, and ten more United States soldiers, brave reterans of China and the Philippines, go to join the list of those killed at Baianguingso two weeks ago. At the least six are wounded, and probably some of these will join the comrades already dead. Had it not been for the watchfulness of an American sentry, another holocaust such as occurred at Balanguingan might have to be recorded in the dark pages of the annals of the Philippine insurrection. The attack was made just at the break of dawn yesterday when the gray clouds of the morning had not yet disappeared, and everything was favourable for the silent, stealthy, and inuiderous approach et the savage bolomen.

At the time of the attack the detechment consisting of forty-six men of Co. E of the Ninth Infantry, at present stationed at Tarranguan under command of Captain Schoeffel were absent from their post on an expedition for supplies. For the night they had camped temperarily on the banks of the Gandara River. with Lieutenant Wallace in command, some distance away. Suddenly without a word of warning, a band of five hundred bolomen sprang out from the adjacent brush and made one savage rush at the camp. They were quick, but not quick enough to sinds the watchful sentry, who with his warning shot picked off the leader of the gang, capturing LONDON, 27th October, 8.25 p.m. the insurgent flag as it fell from the chieftain's norveless grasp. A desperate hand-to-hand fight immediately ensued, the rifles of the Ambricans doing deadly execution. The insurgents fought with irensied energy, and the detachment was about to retire against the tremendous odds leaving its killed behind, when Lientepant Wallace arrived with remorescements just in heavier slaughter. A few more minutes and the to the lientenant and the rest of the company arrived the bolomen fell back, evidently to then buried their fiend and retired with their wounded. No gans, ammunition or stores were lost, and nothing fell into the hands of the bandits which could be put to future use. The reason for retirement was the necessity of procuring surgical aid for the wounded, who were left in desperate plight,

Punitive measures will be taken and these swiftly. Early this morning two gunboats, the Quiros and the Basca, left Cavite for the scene of slaughter, and will be on hand to take part in any further engagements of like nature. Commander W. B. Flatcher is in charge of of the Quiros, and Cadet Comfort in charge of

Our contemporary in its issue of the 20th says that three hundred and thirty marines left on the previous syming on the craiser New Fork for Cathelogen in Hamar, under command of Colonel Goodrell, and continues. - From the orders that were received the marines are destined for a sesson of hard hiking [?]. Proparations were being burriedly made yesterday for this latest movement, as it is known that the natives are leaving the island by the hundreds. A passenger who has just arrived reported that he counted over lifty bancas loaded with from ten to thirty and forty men growing and re-crossing between Barger and Leyte. With the uddition of the powerful tog Wampatich which sailed Priday evening in addition to the gunboots Quiros and Basco, and with the New York with the detachment of marines, the coast of Samer will be well petrolled; and a stop put to the attempt of the savages to escape the con-

sequences of their orimes. "A rumour surrept yesterday is to the effect that one of the first detachments sent out after the first outbreak, upon landing to the first town, proceeded to annihilate every fiving body found in the district, including men. women and children. This ramour, however, has not been confirmed, and cannot be believed.

"A cablegram was received from Genera Hughes at Division headquarters yesterday giving a list of the dead and wounded men who participated in Wednesday's fight on the banks of the Gandars. It states that there are ten deed, eight of whom were killed outright and two of whom died en route to the hospital at Calbayog, to which town the wounded were conveyed. One the men who died before reaching the hospital was the First Sergeant of Company E. The dangerously wounded number two: there are three men seriously and three alightly wounded, making a total of eight wounded, or two more than yesterday's des-

### THE VOLUNTEER SPORTS.

The sports at the Volunteer Camp on Batur-A day afternoon were heartily entered into alike by competitors and visitors, and as the band of the Corps played between the events the time passed pleasurie for all. The first stem was a football match between the Field Bettery and all Machine Gun Companies. The Field Battery were by one good to ril, scoring in the that half A tup of sec followed between the ar-Pield Battery and " A " Company. The first pull was an easy wine for the Field Battery, but to the second a though they reposed in it owes. ful-ther tree storest guller en russes, As the conditions were the best out of biree pulls, the Tield Bald of Your Last Live Co. Company had a bye in the bug of war. They were pitted profitst (C' Company, but the latter Company could part send up a team, their members not turning wein sufficient numbers. The putile rate was rulter interesting. The putties were placed on the granul some starting place. Points were given for neatness and of course, speed Sergeant Testill, C" Company, was Best; Private Wichell, D" Company second and Corporal Colling, To Company tales Princerally in which his

The second secon

The return of visitors to the City Hall Library and Museum last week shows 371 non-Chinese and 133 Chinese visitors to the former. 99 non-Chinese and 1,541 Chinese to the latter institution. The remains of the late Mr. J. J. Francis will arrive here by the German mail steamer Sachsen, due late to-night; and the burial will take place to-morrow evening, the 30th inst., at 5 o'clock, In our account of the P. & O. s.s. Parramatta having been in a storm, it was inadvertently stated that the ship was nearly a day late in read " nearly a day behind her expected arrival." As the Parramatta was not due here until six 324 hours early. Yesterday at the Peak Church Mr., John Hastings, of the firm of Messrs. Dencon and Hastings, was married to Miss Dorothy Edmunds. A very large gathering of the legal profession was present at the ceremony. Mr. C. D. Wilkinson gave the bride away, the Hen. H.E. Pollock, K.C., was "best man," and the bridesmaid was Miss Playfair. Some excitement was caused in Queen's Road yesterday afternoon by a runaway pony, which to Afghanistan were settled en years ago, when after the being impaled upon the shaft. The pony was ent of Bot over savoury

tween Afghanistan

z disposition to The shaft entered its chest, death resulting.

#### HOCKEY.

On the 13th inst. the Indian Brigade played H.M.S. Argonaut and won by 9 goals to nil On the 18th they played H.M.B. Endymion. An exceedingly good game resulted. Up to the last five minutes the Brigade were leading by three goals to two, when the redoubtable Endymion centre-forward put on two goals in quick succession and won the match. However. the Brigade were avenged last Friday, when they inflicted the crushing defeat on Endymion of six goals to one. On the 21st H.M.S. Argonaul and won by nine goals to two. The next matches arranged are the returns against the Gunners and H.M.S. Astraca.

> POLICE COURT. Monday, 28th October.

BEFORE MR. F. A. HAZELAND, POLICE HAGISTE ATE:

DISTURBING THE CATHIDEAL SERVICE. In order to beguile the time of waiting during the service at the Cathedral on Sunday. number of chair-coolies started an argument. One was especially noisy so noisy that Mr. White, the verger, bad to come out and order him to be quiet. The coolie, however, refused to hold his tongue, and even became abusive. he was finally brought to the Central Station and lodged in a cell. His Worship fined him \$3, with the alterna-

tive of 14 days hard labour.

GAMBLERS. The police have for some six weeks past been trying to get hold of a set of gamblers who frequent the Coffee Plantation, but have always found their efforts fruitless owing to the elaborate system of watching samployed by the offenders On Sunday, however, they were successful in making a haul. Under the direction of Inspector Collect, a raid was made shortly siter midday, and a gang of eleven arrested. The police had resort to a claver ruse in order to catch the gamblers off their guard. A watcher was induced to leave his post by message purporting to come from an acquaintance, and during his absence native constables in plain clothes got to close quarters with the gang. Though the gamblers showed fight, they were quickly overcome and taken to the Police Station. When brought up at Court, they all denied the charges preferred against them but were convicted on evidence. The three keepers were fined each 350, or six weeks hard plabour

the others \$8, or 14 days hard labour. Another gang of fifteen Chinaman who had been arrested the previous evening in a house 16. Tung Man Lane were brought up on a charge of gambling. Two of the number were convicted of keeping a common gaming-house and were each fined \$50, with the alternative of air weeks hard labour. The others were convicted gambling and fined 83, with the option of 14 days' hard labour. The raid upon the house was made by a police party under Bergeant Watt. In connection with the latter case a Chinese

woman was fined \$10, with the alternative of three weeks hard labour, for having acted as watcher for the gamblers at 16, Tung Man Lane. CHARGE AGAINST A CHINESE STEWARD. Fung Fuk, steward on the sa, Tai Shan, and

Wong Chuen, cabin-boy, were brought up on a charge of having on board that vessel on Saturday morning, assaulted P. E. Smith chief engineer. They pleaded not guilty. P. E. Smith was the first witness. He stated that upon the morning mentioned

complained to the steward sbout the engineers meals not being ready at the proper time. The steward thereupon went into the pantry and lifted a curving knife. The second defendant took up a knife starpener, and it was matched out of his hand by the second officer, who also threw the carving knife overboard.

Cross-examined by his Worship, the complainant said he did not throw a dish at the steward. He struck him, but only when he saw him lift the knife.

Peter Marsh, second officer, deposed that when he took the knife out of the steward's hands he asked him what he was going to do with it and got the reply that he was about t out a beef steak There was no beef steak to be seen. The complainant struck both defen-

Fung Fuk, the steward, stated that the complainant scolded him because the potatoes were late and cold, and threw a dish at him. Then defendant took up a knife to cut beef steak. The chiof engineer knocked it out of his hands and the cabin boy took it up. Complainant struck him on the face; he also struck Wong Chusu.

This story the cabin boy corroborated. During the hearing of the evidence of Marsh his Worship said he was desirous the attendance of the captain of the vessel Captain Stows was accordingly summoned. In reply to questions from the Bench, he stated that the steward had been four years with him If the chief engineer had a complaint to make about the food, it should have been made to He (the captain) was not on board when the incident occurred. As his vessel was in port he had taken as little to do with the

case as possible. His Worship said he accepted the story of the accused as the right version and would discharge both. The way in which the chief anginger had acted towards these two men was Magraceini. He hoped Captain Stowe would GEN. VOYRON ON THE BRITISH take some notice of this. Captain Stowe signified that he would.

BEFORE ME, E. R. HALLIFAX, ACTING POLICE MAGISTRATE.

UNLAWFUL POSSESSION

He pleaded not omity.

There was no seat in the ricksha. excuse that he got the rickals from a friend. was fined \$25, or one month. He took the month dollars being scarce

America, is claimed to be a really magnificent Americans, and at any rate our troops had only thing for patients suffering from melsocholis. a moderately friendly feeling for the British. Among the directions are limits; keep on It was not so, however, a regarded the higher

#### CORRESPONDENCE.

TWe do not hold ourselves responsible for the

opinions expressed by our correspondents.]

PRINCE CHUN'S ARRIVAL.

TO THE EDITOR OF THE "DAILY PRUSS."

Hongkorg, 28th October. SIR, -As the above Prince will be at Hong. kong in a few days, it would be interesting to know if any arrangements hive been made for his reception, especially after the comments by instant, the 22nd Bombay Infantry played the public and local Press on the way the "arrangements" were carried out last time he landed here. If I judge rightly, the Hongkong public do not object to the expense that may be incurred by welcomely treating the Royal Prince in Hongkong, while the Chinese who so liberally subscribed to the South African Fund, November Typhoon Fund, and Victoria Memorial Fund would be pleased to answer His Excellency's further requests if he will only use his influence to give their Prince a fitting

welcome. In the absence of anything better, I suggest the Government steam-tender might go out towards Singting to meet the Prince (with a few of the Prince's friends on board); on the Bayern being made fast, the party to be taken Mr. White then called an Indian constable and round Hongkong harbour in the tender untils gave him in charge, but the fractions coolie it is time to land at Bluke Per, where he should gave the constable no little trouble before be received appropriately to his rank, Blake Pier and the tender being dressed, with the latter placed at his disposal during his stay at Hongkong.

No matter what the anti-Chinese may say, China is still great in many things, and as such their Prince ought to be treeted .- Yours, etc., COSMOPOLITISM.

#### TYPHOON IN THE PHILIPPINES.

WORST BUT ONE FOR 20 YEARS. The most severe typhoen known in the Philippines for twenty years, with but one exception, occurred on the 14th and the early part of the 15th inst. The damage was widespread and devastating. At least three American soldiers lost their lives, many natives perished, houses and shipping suffered severely and nearly all the telegraphic wires were brought down. The storm was general through out the Archipelago, though Luzon received the heaviest part of the blov. In the city of Manile the damage was general, though Pace seemed to have suffered to a greater extent than any other part of the City. Nearly all of the streets were over a foot deep in water next morning. Calle San Marcelino from its june tion with Calle Concepcion to the small bridge near the Paco convent was fooded.

The Manila Times account says: - The typhoon gradually asserted itself as the day progressed until four o'clock in the afternoon when the wind increased in relocity to such an extent that Number Five eignal was displayed at the Captain of the Port'soffice as a warning to all mariners that the storm was passing to the northward close at hand and all vessels in the bay or river to look well to moorings and steamers to keep on a full head of steam to different elevations. Wheat, potatoes and many avoid danger of breaking meerings or dragging | English vegetables grow in Momien, sheep anchor. Between seven and eight o'clock the flourish on the hill-sides; what would the wind was blowing very strong (a maximum residents of Burma give to have these things speed of sixty miles an hourduring squalls) but | within easy reach and a magnificent climate shortly after midnight the gale had increased within a night's journey? There are of course so that the mean velocity was fully seventy many other exports and imports, and passenger miles ap hour. Much damage, both to life and traffic through so fine a valley would of itself property resulted, the most serious loss of life | be sufficient to pay for the line. The Chinese, Company I, all of the Twenty-fieth Infantry. were washed overboard and swing to the durk. to save them.

worst calamity of all, down in this section of the swept district, was what befell the handsome pride of the Government flet, the Quarantine launch Zapote. Captain Perry's pride broke her moorings in front of the Harbour Master's Office and went down river with that fi-ree current which came with the turn of the tide at midnight. Her whole upper works are carried away, smoke-stack and the tops of the housings being conspicuous by their absence. Several weeks will elapse before the Zapote will be in commission again. . . . The weather note of the Bureau at the Manila Observatory gives the official record of the storm as follows :- Pressure rising in all the Ishnds. The typhoon reached the Archipelago nearly Noz Polillo Island, crossing Luzon from 5 p. which ever traversed the Island, the average velocity being only 9.8 miles for typhoous

midnight, with a mean velocity of 167 per hour, being one of the most rapid typh passing North of Manila. Minimum distance of centre to Manila about 60 miles. Maximum force of the wind about 60 miles an hour between 6.30 and 7.30 p.m. from W.S.W. Amount of rainfall 4,063 inches.

## TROOFS.

In the course of an interview which General Voyron had with a representative of the Paris Tomps at Marseilles, the late French Commander-in-Chief in North China said, with A coolie was charged with the unlawful reference to the allied troops: "The relations possession of a private ricksha on the 27th inst. were more friendly between the Germans and left Foochow yesterday at noon, and may be French than between the troops of the other A Chinese constable pave evidence to the Powers. Operations were conducted simultaneffect that he found cocile and ricksha in cousty by the troops of both nations, and the Sptherland Street. The defendant did not soldiers fraternised, though the officers always appear to have any particular destination in maintained a certain reserve. The British view, and was wandering aimlessly along. troops sympathised little with the others. There were certain regrettable incidents, the cause of The defendant, who tendered the time worn which may be traced to the fact that the British troops were not composed of Europeans. Great Britain brought over troops from India. The Sikhs are not soldiers as we understand them, and, in particular, as our foot soldiers and artillerymen understand them. The British The smile care, which is the latest from troops have many more affinities with the smiling : don't stop smiling. The Minnespolis commands Between the British generals and doctor who has made this discovery is said to himself (General Voyron) he greatest cordiality ralgulate upon speedily amassing a column existed. The conventional formulæ soon dis-torium Heaven send that it may be so appeared from their letters, and the correspon-torium Heaven send that it may be so appeared from their letters, and the correspon-sporting reporter to represent it at the Church them with strong thread. Although the rattle Were we'in a frivolous mood (which we are not) dence exchanged between General Claselee and we would suggest that a branch establishment himself always began with the words." Mon cher first telegram—it may be added it was also his virus, and bit a rabbit, which died within an "Five pounds," shouted a visitor. "It's yours, for this "smile oure" is set up in England, Bast general." General Voyron added he had carried Grinsled would be about as suitable a spot as away the most pleasant resollections of his Not a drink to be had for love or money. doubtless much appreciated by both snakes and was left to make the best of his way home in relations with Sir A. Gamlee.

#### RAILWAYS IN YUNNAN.

"Viator" writes to the Pioneer :- In an article in your issue of August 26th, entitled The Viceroy's trip to Burma" you have given what appears to me so erroneous an impression of the possibilities of railway extensions into Yunnan that I would ask your leave to write somewhat at length on the subject. To began with, judging from your article, your information is derived from Captain Wingate's account of his journey-acress China-in 1898. t was a very fine journey, but the author had a mere bowing acquaintance with the proposed line from the Kunlong Ferry to nan city, it is true, and also crossed the proposed line in the Nam Ting Valley near Kunlong, but the rest of his journey in Yunnan was over country where no one but a lunatic would suggest a railway being built; it does not therefore require any great power of observation to decide that it was impossible to build railway in the part of the country where he travelled, but this no more practically settles the question of the possibilities of running railways into Yunnan than it would if a globetrotter were to touch at Madras on his steamer. then go to Caloutta and travelling thence overland direct to Bombay, settle the question as to the possibility of a railway being constructed In another portion of your article you men-

tion that "according to Captain Wingate, surveys have shown that a railway could be laid from Myitkyina . . . or from some point between Myitkyins and Bhamo to Momien in Western Yunnan." Anyone who knows that portion of the frontier will agree with me that this is an absolute impossibility, except at one point and that is from Bhamo itself. brings me to the two projects which are both feasible and which have both been carefully examined by the late Captain Watts-Jones, R.E., as carefully, that is to say, as can be done on a preliminary reconnaissance. Now that China has quieted down, travelling in Yunnan is once more safe, and experienced rallway surveyors should be sent to go over the line of the proposed railway and examine it in detail. On their reports a reliable opinion may be formed, but pending that judgment should surely be suspended, or, if any one likes to decide the question now, let them decide it on the opinions of the five officers and others who for two seasons were sent into the country for the special object of exploring it and discovering a possible line of railway, if such exists rather than on that of one traveller, who is neither a railway expert nor a surveyor.

To take the simpler project first, that of

line from Bhame to Momren, the distance is some 72 miles; it would cross the Bhamo plain to near Myothit, then follow the Taeping Valley for a few miles through hills, but once through that portion it would run through a bread densely populated valley continuing to within a few miles of Momien when a certain amount of hill climbing has to be negotiated, but offering no engineering difficulty, owing to the brondsloping hill sides presenting excellent opportunities for gentle curves and not steep gradients. Once in Momien the trade the whole country round would be attracted; Tali-fu would be as near your rail-head as would be to the French at Yunnan-fu, and although the trade at present not huge, it would expand enormously Nothing is more paying than a line which connects two countries of different climates and commercially as well as politically. Momien was also, I believe, strongly in favour

what damage she had sustained. Perhaps the least, Momien would have to be the terminus. push on, gradually oust trade and also our China is partitioned, a French province overlooking from its breezy and healthy uplands our hot and fever-striken province of Burma, a contingency one would like to contemplate.

To sum up, what I would suggest is that a regular survey of the line from Bhamo to Monien be made at once and if the line is found to be promising, push on the construction seen as possible. With regard to the through line some experinced railway expert, whose epinoin would carry weight, should go over the line proposed by the late Captain Watts-Jones. There is no other possible, so that he would not have to leave the neighbourhood of the line. We should then have a final decision on this question which might be safely accepted, but don't let the construction of the Bhumo. Momien be delayed one single moment.

### LATEST STEAMER MOVEMENTS

The C.P.R. steamer Empress of India arrived at Shanghai on the 26th inst., at 9 p.m., and left again on the 27th inst,, at 8.30 p.m., for Hongkong, where she is due to arrive to-morrow,

The Imperial German Mail steamer Sachsen expected here on or about to-night.

The M.M. steamer Ernest Simons, with the next French mail, left Colombo on the 25th inst at 6 p.m., for this port via Singapore and Saigon. The N.P. steamer Victoria sailed from Yokohama for Tacoma on the 27th inst.

The C.P.R. steamer Easpress of China arrived at Nagasaki on the 28th inst., at 8 a.m., and left again at 6 p.m., same day, for Kobe, where she is due to arrive at 8 p.m., to-day.

The P. & A. steamer Knight Companion left Moji yesterday morning for Hongkong. The Indo-China steamer Laisang, from Calcutta and the Straits, left Singapore for this port on the 26th inst., at 4 p.m.

evernight, a well-known London paper sent its an adder on the body of a rattlesnake by sewing | An unusually smart stallholder at once seized Congress at Croydon. The unhappy man's was, of course, away, the snake had plenty of shouted "How much for the duke's umbrella?" last ran thus: "Croydon black with paraons, hour. The humour of the experiment was sir," replied the fair vendor, and the poor duke Haven't spotted the winner so far."

### THE FRENCH MANŒUVRES.

OLD-FASHIONED TACTICS. The London Daily Chronicle's special correspondent thus criticises the recent French military manouvres at Reims :-General Brugère's organisation could scarcely be better. His staff officers throughout are a up to the level of their duties, and the strategy of the campaign has been excellent; but here enlogy from the English point of view cannot well go further. For the tactics of the French Army are still little more than the tactics of

from an authoritative quarter—that they have always being employed in such warfare, though the "pomp and circumstance of glorious war," in Europe, Dr. Maguire said that all through but in any case he has not done it and is not the American war, 1861-65, there was a long likely to do so until he hears the shells and continued contest, partly regular and partly and even the Alma-the attack for motions was used was in the Franco-German war, and the cheering stormers would have been left ununiformed guerillas were suppressed. To extent they are, but there is no apparent desire on their part to adopt the new tactics. If an enemy, they argue, has to be shifted out of a defensive position, this must be done at all costs. Of the artillery I must say that this seems to be the crack arm of the French service in every respect, but the guns were too often exposed to the fire of infantry, not even at long range. The officers are very painstaking in all the niceties of their but their gunners display nothing like the dash

### THE LOSS OF THE "COBRA."

and whirlwind driving of the Woolwich men.

What the latter want is a gun as good as the

hydranlic long range quick-firer of the French.

The main question to be hereafter officially considered is, how came the Cobra to be so far being aboard the small coastwise steamer Alerta it must be remembered, are the best traders in out to sea as to strike on the Outer Dowsing which was bound from Stlag bay to Manila. the world, and although at first they may have Shoal? The wind was off the land, and it was Three soldiers, Corporal Faster, Company M. had prejudices, they have taken to the few therefore safe navigation to hug the shore, as Corporal Pughin, Company L, and Private Lee railways already built like ducks to water. I between the land and the shoal there is a great have no doubt that this line would pay depth of water, with which all coasting vessels are familiar. Was the captain keeping well ness and intensity of the storm it was impossible first and only Consul we have had at out to sea in consequence of the heavy weather? Or was he blown out to sea? If he was being Down at the month of the river there are of the construction of this line, and the only blown out there must have been such a gale as seven wrecks, consisting of lisabled lorchas and argument that I can conceive being raised to have rendered it desirable to put in for cascoes. A large bark, probably the Pampiona against it is that it cannot be continued any shelter. Unfortunately the commanding officer is lying on the bar opposite the light-house but farther; owing to the succession of lofty and the two boatswains, both of whom had it was impossible to ascertain this morning mountain ranges and deep valleys lying to the passed in navigation, are lost, and no very satisfactory evidence on this point can now be The second project, that of a through line obtained. We shall probably never know why from Kunlong to Yunnan-fu, is a very different | it was that the vessel put to sea in a gale, nor business. The line has been reported on as why, finding herself at the mercy of the feasible, although its commercial prospects are elements, she did not seek shelter. Before the doubtful, but if we sit with our hands folded inquest is resumed there will, no doubt, be a and do nothing, we must expect the French to | complete survey made of the spot where the yessel struck. The chart shows that there is political influence till Yunnan becomes, when | never less than 15 feet of water over the fatal spot, and as the maximum draught of the ship sent would be little more than nine feet the question arises whother she actually struck on the shoal or struck a sunken wreck. The idea of her having run on to rocks may be dismissed at once as there are no rocks on the shoal. But whother she ran on to rock, sandbank, or sunken wreck we are no farther forward in our inquiry as to how she came to be so far out of her course.

Many destroyers and torpedo boats have run aground, but they have all been salved with the exception of the Viper and the Cobra, the only two boats engined on the turbine principle, and both vessels broke up within a short time of striking. And this gives rise to the question whether or not this new principle of engining contributed to the disasters. Without pretending to deal with this aspect of the question from a scientific point of view, one or two considerations of importance lie on the surface. We have heard a good deal of late about the relative rigidity and stability of the new Royal yacht, and an amateurish attempt has been made to prove that the ship is unseaworthy because she rolls in a gale. It would be an impertinence to our readers to attempt to prove the stapidity of the proposition. But the turhine hoats do not roll. They represent Tom Moore's ideal Irishman-you may break him, but you can never bend him. An ordinary destroyer, like a yacht, will bend and bow to the action of the sea; but a turbine boat never loses the evenness of her keel. We have seen that the wind was off the land, and that the ship was farther from the land than she ought to have been. Did her rigidity contribute to her being blown so far out of her course? Again, assuming that she struck on a sandbank, and I not on a sunken wreck, was she carried, through her rigidity, like a log into the trough of the ses, where lay the sandbank, instead of swimming down the creat, to be borne up on the pext like any other vessel? If so, the price of a steady oun platform is more than any country can afford to pay.-Navat and Military Record.

Professor Dixon, of Yale University, while A good many years ago, by an extraordinary | holiday-making in Colorado, grafted the tail of

### "PARTISAN OR GUERILLA

At the invitation of Lieut. Col. W. C. Eldon-Serjeant and the officers of the 5th Battalion of the Rifle Brigade, a considerable number of officers assembled on the 25th ult. afternoon in the Royal Artillery Theatre, Woolwich; to hear a lecture by Dr. Thomas Miller Magnire on Partisan or Guerilla Warfare." Major-Gen.

Sir J. F. Manrice presided. Dr. Maguire dealt with various kinds of partisan or guerilla warfare which, he said, had thirty years ago, to go no further back. The played a very much greater part in the history French continue to fight their mimic battles as of modern Europe than was always remembered. if there had never been such a thing as a Boer It was a style of warfare which ought specially war; and they frankly admit-as I am informed to be studied by British officers, for they were never given it their serious attention from the at present in South Africa they were engaged point of view of comparative militarism. In fact, in a guerilla war with enemies as well armed as they deny that its lessons have any practical | themselves. There was nothing irregular, a value for them whatever. I hinted as much in my priori, in irregular warfare; in fact, irregular last letter on the ground of the first day's warfare, according to the law of nations, if fighting, and the battles since Sunday-when | carried on under certain principles, was just as the thunder of the guns drowned the music regular as regular warfare. Up to the fall of of the church bells all over the peaceful country | Napoleon, throughout the whole, history of side—have confirmed the suspicion up to the Europe, in all wars we found Free Corps, which hilt. The French Army is still as gaudy in were detached from the regular army organisacolour-still as conspicuous a target-as it was | tion, and whose duty it was to harnes the enemy. the last time it went under fire in Europe, and The next class of partisan warfare Dr. Magnire even the kepi of the Hussars has been experi- termed a national rising, where a people mentally supplanted with a shining brass casque | determined they would never submit to a not unlike the glittering helmets of the Cuiras- foreign rule until the last extreme. This class siers and the Dragoons. The non-commissioned | could be seen in the struggle of the Tyrol officers still carry swords, and the men their against Napoleon; but when Napoleon retired long sword-bayonets; while the colours also from Vienna, and Austria had concluded a peace, continue to be flaunted in front of the battelions. | the Tyrolese continued their war, and degene-It is perhaps harder for a Frenchman than for | rated from legal warters into ruffianism. Having your clas to part without a struggle with given other examples of legal guerilla warfare bullets whistling about his cars. On Sunday | consisting of guerilla raids by mounted bands and Monday, at the battles around Rethel, one on the part of the South. The next great was almost tempted to think of the Solferine, war in which this system of guerilla warfare were so much alike with their grand finale of here, again, there, there were proper Free a fixed bayonet assault on the enemy's posi- Corps-detachments of a few thousand, more tion to the sound of drum and bugle and the or less, with guns, properly officered and sight of waving colours. Had there been bul- uniformed, going about trying to break the late in the guns of the enemy, scarcely one of lines of communication, but all attempts of upright. The men are not taught to take suppress guerilla warfare the officer must be cover, except in accidental dips of the ground, trained in individuality. The whole object of and they advance across the open in the most | a guerilla leader was the lines of communicaleisurely and even dignified fashion exposed tion, and the whole difficulty of a soldier was to infantry and artillery fire. I have not seen the filling of his stomach. In France the a single rush forward and a flop down as they Germans destroyed sall attackers of the lines do if at Aldershot. We may be wrong, and of communications who were not of the regular they may be right, but the fact is there. It army, and by holding all stations by small was no unusual sight to see companies blazing forces, from, perhaps, four men upwards, away at each other separated sometimes restored their soldiers individuality. There by less than 200 yards. At a range of about never was a duty more urgent than for a man 50 yards or less I saw a gun unlimber and to see that his individuality was restored; that dose an extended company with "mitraille" he might be fit for his work, and there could case-shot. The whole field was marked by in- be no doubt that the gnerilla warfare in South eptitudes of this kind, which astonished men Africa was doing that. Dr. Maguire said he who had been in South Africa. How the Boers | wished to point out, as his end, that a very would like to have the French for an enemy! small body of men, whether infantry or mounted The French may say that such follies are in- infantry-not of the regular army-could do separable from merely mimic war, and to some | much against any foe, and be a valuable adjunct to the very best organised army.

#### THE ECONOMIC PROSPECT IN SOUTH AFRICA.

The Austro-Hungarian Consul at Cape Town sends to Vienna an interesting and encouraging report on the commercial and economic prospect in South Africa, which will probably be welcome as an independent testimony by a foreign Government official. It begins by saying that the events of last year confirm the observation that South Africa is a land of surprises. When Lord Roberts occupied Pretoris ererybody believed that the end of the war was at hand, while the commercial situation pointed to a decline of trade and industry. The close of the year 1900 proved both anticipations-tobe false. Still more astonishing than unexpected revival of hostilities is development in the commercial and economic sphere. It is true that the Tranvasl and Orange Colony must be left out of account; but, so far as Cape Colony is concerned, and to a certain extent Natal, the year can by no means be regarded as unsatisfactory. The wealth of South Africa lies in its mines and agriculture. It has practically no large industries, and the condition of trade is closely associated with the development of the mines and the prosperity of the peasuntry. These two factors are of such a nature that, although they may be temporarily damaged, they cannot be destroyed Both, however, require to be developed. The mining industry has the best reason to regard the future with assurance. It is different with the farmers, whose fale will remain uncertain until the conclusion of the war. When peace is again restored South Africa, united under the British flag, will have every prospect of a speedy return to prosperity and of a progress scarcely dreamed of at pro-

The writer repeats that, while the indestructible wealth of South Africa lies in the tressures of the soil, its future rests in the hands of its population-not in that of the mining districts, which is merely transitory, but of the farmers and the middle classes. I is only upon the latter that a stable Government can depend, and stability is the principal requirement of the country and the main hope of foreign exporters. Great sacrifices must be made to maintain this section of the community. After the war the farmers will not only lack seed and cattle, but food and clothing, and these must be provided either by the British Government or the local authorities. The cost of the war must fall upon other shoulders if universal impoverish. ment is to be avoided. These and other problems connected with the revival of pro-perity among the white population of the colonies, together with the question of immigration, are of decisive significance for all those who sither live in South Africa or do business with that country. The principal condition for such a revival is the speedy conclusion of the war and the establishment of a new order of things upon a just basis calculated to satisfy the two hostile sections of the population. The Consul concludes his general survey by stating that THE WANCHAI STORING COMPANY there can be no doubt of the great future awaiting South Africa, the realisation of which can only be a question of time: Lord Roberts is having a fairly hard time of

it in opening bazaars and other charitable institutions. This is a time-honoured English mothod of recognising merit in public men, and one which proves a somewhat costly amusement to the distinguished great. The great Duke of Wellington was a popular victim in his day to bagaar mongers, and he used to tell of several amusing experiences. One of the best of his aneodotes related to a very wet day, when he opened a fashionable sale of work in the Westend. While making a few purchases after the formal part of the function was over, he thoughtlessly placed his umbrella against one of the stalls in order to be free to get at his purse.

### WARFARE." \$12.00 PER DOZ.

THE BEST AT THE

MELLOW

\$12.00 PER DOZ

#### H. PRICE & CO.

12, QUEEN'S ROAD. Hongkong, 10th October, 1901.

### ROBINSON

PIANO CO., LTD.

"WASHBURN"

# MANDOLINES. GUITARS.

BANJOS

#### PRICE COST

TO CLEAR PRESENT STOCK. Hongkong, frd October, 1901.

JOHN BROWNHILL, DECEASED. MARY BROWNHILL, DECEASED.

NOTICE IS HEREBY GIVEN that all Persons, Firms, or Companies having any Claim-or Claims against the Estates or Effects of either of the above named deceased persons must send in the particulars of their respective. Claims on or before the 8th DAY OF NOVEMBER next to the Administrator and Executor JAMES ROBERT MUDIE, whose address is at the Office of C. EWENS, Solicitor, 36, Queen's Road Central, Hongkong, after which said date the said Administrator and Executor will propeed to wind up and distribute both Estates. Dated this 8th day of October, 1901.

#### A. LING & CO., FURNITURE STORE.

PLATED GLASS & CROCKERY WARF Also FOOCHOW LACQUERED WARE. FURNITURE on HIRE. 68, Queen's ROAD CENTRAL. Hongkong, 1st May, 1901.

### WING CHEONG.

Dealers . in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONE ORNAMENTS. BRONZES and CARVED IVORY WARE. FINE SILKS and GRASSCLOTHS General Exporters of

ANISEED and CASSIA OILS. &c., &c., Stock always on Hand. AN INSPECTION IS RESPECTFULLY SOLICITED. Note.-We beg to announce that we also Buy all kinds of Curios at Moderate Prices. 1 & 3. D'AGUILAR STREET (Behind Hongkong Dispensary).

#### Hongkong, 18th April, 1901. AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES. FIRING 10 SHOTS in 2 SECONDS SIEMSSEN & CO Hongkong 3rd October, 1900.

ON SALE.

DEMY OCTAVO, pp. 248, Price, \$2.50.

TAYARLIKE EXPLOITS OF THE MERCHANT NAVY, by J FETHERSTONHAUGH. Published at Hongkong Daily Press Office, and to be had from all Booksellers. Hongkong, 12th December, 1894.

RE now prepared to receive Goods for Storage in their Godowns, situate on PRAYA. EAST (late McGregor Barracks). Landing and Shipping of Cargoes is facilitated by means of the spacious strong Pier lately constructed in front of these Godowns.

Terms Moderate. Apply for further particulars to GODOWNMAN ON PREMISES. or to SHEWAN, TOMES & CO.

Agents. Hongkong, 10th August, 1901.

FOR SALE

MAP OF THE SIKIANG or WEST RIVER

From Hongkong to Wuchoweu. Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897

Wanchai.

PUBLIC AUCTION. THE Undersigned has received instruc-

tions to Sell by Public Auction, TO-DAY (TUESDAY). the 29th OCTOBER, 1901; at 3 P.M., at No. 10, PRAYA EAST. FOR ACCOUNT OF THE CONCERNED, About 500 TONS YUBARI LUMP

COAL, Slightly Damaged. TERMS:-Cash on delivery. GEO. P. LAMMERT,

Hongkong, 29th October, 1901.

FOR SALE.

THE well-known RACING YACHT "DART," nowly Overhanded and in First class Condition. Complete with 2 Sets of SAILS, MOOR-INGS, DINGY, &c., &c. Very suitable for Touring purposes. May be inspected at AH KING'S SLIPWAY.

Apply to-Care of Daily Press Office. Hongkong, 29th October, 1901.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF

NOTICE IS HEREBY GIVEN that WONG KAM SHANG of Victoria in the Colony of Hongkong, Trader, has on the 24th October, 1901, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK, viz :-The figure of a four-footed mythical Chinese beast known as the "Ki Lua" out of whose mouth a book is represented as coming with four Chinese words in each corner of the square border enclosing the animal which together mean " Ki Lnn forms our mark the whole being a design in red upon the paper used for wrapping up tobacco in the name of the said WONG KAM SHANG who claims to be the sole proprietor thereof. The TRADE MARK is intended to be used by the Applicant in respect of the following

goods in the following class, viz:-In respect of a Tobacco Wrapper in class 45 A facsimiles of such TRADE MARK can be seen at the Office of the Colonial Secretary of

Hongkong. Dated the 28th day of October, 1901. DEACON & HASTINGS. Solicitors for the Applican

FOR YOKOHAMA AND KOBE.

THE Steamship

"KURDISTAN" will be despatched for the above ports TO-MORROW, the 30th instant, at Noon. For Freight and further information, apply

DODWELL & CO., LTD., Agents.

Hongkong, 29th October, 1901. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOV THE Company's Steamship

"HAICHING." Captain Davis, will be despatched for the above ports on 'FHURSDAY, the 31st inst., at DAYLIGHT. For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO. General Managers. Pongkong, 28th October, 1901.

DOUGLAS STEAMSHIP COMPANY. LIMITED.

FOR SWATOW AND AMOY THE Company's Steamship

For Freight or Passage, apply to

at DAYLIGHT.

" HAILOONG," Captain Bathurst, will be despatched for the above ports on THURSDAY, the 31st inst.,

Hongkong, 28th October, 1901. THE CHINA & MANILA STEAMSHID COMPANY, LIMITED.

DOUGLAS LAPRAIK & CO.,

General Managers.

FOR MANILA DIRECT. THE Company's Steamship " DIAMANTE." Captain J. Rattenbury, will be despatched for

the above port on THURSDAY, the 31st inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this

steamer. She is fitted throughout with Electric Light. For Freight or Passage, apply to SHEWAN, TOMES & CO General Managers.

Hougkong, 28th October, 1901. FOR SINGAPORE, PENANG AND CALCUTTA. HE Steamship

"ARRATOON APCAR," Captain E. Foy, will be despatched for the above ports on SATURDAY, the 2nd Novem-

ber, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON, SONS & CO,

Agents. Hongkoug, 29th October, 1901. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, NEW ZEALAND,

TASMANIA, &c.) THE Steamship

GUTHRIE, Captain McArthur, will be despatched for the

above ports on THURSDAY, the 21st November, at NOON. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon

are carmed. N.B. Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa;

For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Hongkong, 28th October, 1901.

TOS. 1, 2, 4, 5B, 6, 7, and 8, WILD DELL, LY WANCHAI ROAD.

Apply to-SANG KEE, 198, Praya Contral.



AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

STEAM FOR SINGAPORE. PENANG. COLOMBO, TWO LIGHT-WEIGHTS: BOMBAY, KARACHI, ADEN. SUEZ. PORT SAID, FIUME AND TRIESTE. (Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, Red SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.) FIJHE Company's Steamship

" MARQUIS BACQUEHEM. Captain Bilaffer, will be despatched as above on TUESDAY, the 19th of November, P.M. The steamer has capital accommodation for Passengers, Electric light. A Doctor is carried. For information as to Passage and Freight, SANDER. WIELER & CO.,

Agents. Hongkong, 28th October, 1901.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE. FILE Steamship

"ARRATOON APCAR," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed Cargo remaining on board after 2 P.M. on the 30th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company,

Consignoes of Cargo from SINGAPORE and PENANG are requested to take IM. MEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON. SONS & CO.

Hongkong, 28th October, 1901.

AUCTIONS

PUBLIC AUCTION. THE Undersigned have received instructions to Sell by Public Auction, TO DAY (TUESDAY) AND TO-MORROW (WEDNESDAY) the 29th and 39th OcroBER, 1901, at 10 A.M. at H.M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING

OBSOLETE AND CONDEMNED STORES, Comprising :-OLD IRON, PAPER STUFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS,

The VICTUALLING STORES will be sold on Tuesday, 29th, and the NAVAL STORES on WEDNESDAY, 30th inst. TERMS OF SALE. - As Customary.

Hongkong, 22nd October, 1901. PUBLIC AUCTION. THE Undersigned have received instruc-

HUGHES & HOUGH.

Government Auctioneers.

L tions from J. P. COTTAM, Esq., to sell by Public Auction. TO-DAY (TUESDAY), the 29th OCTOBER, at 2.30 P.M. within his Residence, No. 12, KNUTSFORD TERRACE,

Kowloon. HOUSEHORD FURNITURE. Comprising: HALL FURNITURE, BLACKWOOD TABLES STOOLS, DRAWING-ROOM

FURNITURE, CURIOS, ENGRAVINGS (Famous Racing Pictures, Donovon Year: First Past the Post"); TRANSPOSING PIANO, by Robinson & Co., nearly New; OVERMANTELS, SIDEBOARDS, DINNER WAGGONS, GLASS WARE, CUTLERY, ELECTRO-PLATED FORKS, CROCK RY, CROWN DERBY DINNER SERVICES, TEA & COFFEE SETS, BED. STEADS, BEDDING, WARDROBES, DRESSING TABLES, CARPETS, RUGS CHEVAL GLASS, CRETONES, and BATHROOM GEAR;

KITCHEN REQUISITES. STORES. &c., and a Fine Lot of PALMS, POTS and PLANTS.

TERMS :- As Customary. Catalogues will be issued. For Further Particulars, apply to the Auctioneers.

HUGHES & HOUGH, Auctioneers. Hongkong, 22nd October, 1901. AMERICAN SYSTEM

ENTISTRY

No. 39, QUEEN'S ROAD CENTRAM CHADWICK KEW (LATE OF POATE & NOBLE). Hongkoug 15th deptember, 1899.

CIENTING. SURGEON DENTIST,

No. 10, D'AGUILAR STREET. TERMS VERY MODERATE.

Consultation Free. Hongkong, 23rd September, 1891.

POHOOMULL BROTHERS 57 & 59, QUEEN'S ROAD CENTEAL, WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS, Have for Sale.

INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rugs and Carpets, Jewelry, Cashmere Shawls, Tvory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy

INSPECTION IS SOLICITED. Hongkong, 8th November, 1900.

ENTERTAINMENT CITY HALL! CITY HALL!

NOVEMBER 2ND.

GRAND PUGILISTIC CONTEST

FOR THE MIDDLE-WEIGHT CHAMPIONSHIP OF THE FAR EAST.

BETWEEN . SAM BENTLEY & THOMAS PHILLIPS. To be preceded by a SIX ROUND HEAVY-WEIGHT CONTEST

> BETWEEN Private DEEGAN, R.W.F., and Gunner LENNARD, R.N. Followed by the

A. MONK, R.W.F.

A: SANFORD, R.W.F. CITY HALL, NOVEMBER 2ND.

Prices ... \$3, \$2 & \$1. Commencing punctually at 9 P.M.

Hongkong, 26th October, 1901. PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS

DIVIDEND of \$23 per Share for the year 1900, equivalent to 46% on the Paid-up Capital of \$50 per Share, has been declared Warrants will be issued on the 11th October.

By Order of the Board. W. J. SAUNDERS, Secretary. Hongkong, 10th October, 1901.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE THIRTY FIFTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY the 12th proximo, at TWELVE O'CLOCK NOON, for the purpose of Presenting the Report of the Directors and Statements of Accounts to the 30th April last, and of declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to the 12th proximo, both days inclusive.

By Order of the Board of Directors. W. H. RAY. Secretary.

Hongkong, 21st October, 1901. THE PUNJOM MINING COMPANY, LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks and Accessories in the immediate future, the Directors have resolved to make the final Call of One Dollar per share; and accordingly :-NOTICE IS HEREBY GIVEN that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No: 13, Beaconsfield Arcade, Victoria, Hongkong. on MONDAY, the 14th OCTOBER, 1901, the

following Resolution was passed :-

per-SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGUAL BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of November, 1901.

That the final CALL of ONE DOLLAR

And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 15th day of November, 1901, at the rate of \$10 per centum per annum, upon all Calls remaining unpaid after the said 15th day of November, 1901, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Bankers' Receipt for payment of the Call, together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate. By Order of the Board of Directors.

W. H. GASKELL, Secretary. Hongkong, 15th October, 1901.

. FOR SALE.

THE WALER "KISMET," Winner of L the Maiden Stakes and Derby, Hongkong Meeting, 1901, Apply to-

J. W. KEW. No. 20. Des Voux Road. Hongkong, 19th September, 1901.

TETHE Undersigned carry in Stock an a extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Solo Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited: Special Terms to Exporters.

T. M. STEVENS & CO., 1. Duddell Street. Hengkeng, 2nd August, 1901. [1931]

VICTORIA PRECEPTORY.

REGULAR MEETING of the VIC-TORIA PRECEPTORY will be held at the FREEMASONS' HALL, on THURSDAY, the 31st instant, at 8,30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to Hongkong, 28th October, 1961.

ZETLAND LODGE, No. 525, E.C. REGULAR MEETING of ZET.

A LAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, FRIDAY, the 1st November, at 8.30 for BOOMS, with Board. 9 P.M. precisely. Visiting Brothron are cordially invited to attend Hongkong, 28th October, 1901

TO LET TO LET.

SEMI-EUROPEAN HOUSE 3, Nos. 20 to 25, Po Hing Fong. Apply to-

CHAU EUK FAN, No. Queen's Road West. Hongkong, 16th October, 1911. TO LET.

66 THERNSIDE," No. 37, ROBINSON ROAD. Apply to-S. A. RAMJAHN, Care of Thomas's Grill Room. Hongkong, 1st August, 1901.

THE GODOWN in West (Keanedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ld. For particulars, apply to-LAUTS, WEGENER & CO. Hongkong, 9th July, 1901,

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SPACIOUS GODOWN, well built of A: Brick and Stone, at WANCHAL, MATHE-SON STREET. Apply to-

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Immediate Possession. TO. 8, ROBINSON ROAD. No. 6, MOSQUE JUNCTION. ---H.L. NORONHA.--

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TOUSES (now in course of erection and II nearing completion) in a first-class business locality, DES VŒUX ROADCENTRAL, next to A Tack's Furniture Store. Ground Floors suitable for Shops. Upper Floors have plastered coilings and walls, and are very suitable for Offices. Apply to-

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TO LET. STEWART TERRACE,

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Hongkong, 1st February, 1961. THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

General Managers.

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T. H. WHITEHEAD

Manager, Hongkong.

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J. THUEBURN, Manager, Hongkong. Bongkong, 1st April, 1901. M M PERIAL BANK OF CHINA.

12TH NOVEMBER. 1896. SUBSCRIBED CAPITAL Shanghal Tls. 5,000,000

ESTABLISHED BY IMPERIAL DECREE OF THE

PAID-UP CAPITAL ... 2,500,000

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PAID UP CAPITAL ...... 1.250.600 HEAD OFFICE :- TAIPER, FORMOSA JUICHI SOYEDA, Esq., President.

Head Office Manager: HIROMI KAWISAKI,

BRANCHES AND AGENCIES. Osaka Kyoto Yokohama Tokyo Nagasaki Hakedate Moji Kobe London New York S. Francisco Tainan Hongkong Amoy Bhanghai Tientsin

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Taipeh, 5th October, 1900. THE DEUTSCH-ASIATISCHE BANK. PAID-UP CAPITAL Sh. Taels 5,060,000

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E. F. GEOS

ESTABLISHED 1880. CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED RESERVE FUND 8,510,000

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PARES BANK, LIMITED. THE UNION BANK OF LONDON, LIMITED. HONOXONG INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. [387 On fixed deposits for 12 months 5% per ansum

TARO HODSUMI. Managez. Hongkong, 2nd October, 1901.

UNDER BEFORE MANAGEMENT.

MONGARY CO. NAVY BESSENT CONTRACTORS, and WHO LESALE PROVESTON MERCHANTS Orders promptly executed. Satisfaction guaranteed. Price Last on appli-9 VICTORIA STREET, HONGKONG (Next to Central Market), GEO. MOIR. Manager.

Hongkong, lat August, 1901.

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Hongkong, 17th August, 1887. "L'URBAINE" PIRE INSURANCE COMPANY, LD. (Established 1838.)

FEXIE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates. P. LEMAIRE & CO.

Hongkong, 7th February, 1901. TORTH GERMAN FIRE INSUL ANCE COMPANY OF HAMBURG The Undersigned AGENTS of the above

Hongkong, 29th May, 1895. JUN INSURANCE OFFICE, LONDON

FOUNDED 1710. The Undersigned having been appointed Current Rates.

SIEMSSEN & CO., Agents.

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prepared to ACCEPT RISKS against FIRE at Current Rates. WM MEYERINK & CO., Agents. Hongkong, 18th May, 1900.

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Hongkong, 2nd April, 1900. TORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT 31st DECEMBER, 1900.

£14,732,681. AUTHORISED CAPITAL ... 23,000,000 0 SUBSOBIBED CAPITAL ... 2,750,000 0 PAID UP CAPITAL ..... II. FIRE FUNDS ...... 2,833,716 14 4

pared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,

Hongkong, 3rd July, 1901. AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL.

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Tuning ... \$3.50. Address-Care of DRAGON CYCLE STORE, D'Aguilar Street.

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is now prepared to receive perishable provisious for Cold Storage at East l'oint at while making their living as gamblers. Moderate Rates. WM. PARLANE Manager.

Honokony, 17th February, 1899.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong

### OREGON LUMBER.

Hongkong, 17th October, 1899.

THE Undersigned, being closely connected with the leading MILLS at PORT LAND and PUGET SOUND, are always pro-LOWEST RATES. SIEMSBEN & CO. Hongkong, 14th February, 1901.

#### THE UNITED STATES AND CHINA.

A REPLY TO CONSUL HO YOW.

ult. says :--Ho Yow, Chihose Consul-General at this port, makes a crafty appeal to the commercial instincts of Americans in the East, in his articles exclasion laws against the Chinese, the empire for himself, and the devil take the hindmost. has been closed to American goods, and that it emetment of the exclusion laws, trying to make are getting away with it, shell and all. it appear that business fell off by millions because of the exclusion of Chinese.

Ho Yow, aiming his argument at Eastern people who are not supposed to know the truth conditions here, deals with hundreds of millions, and gives a grotesque idea of the situation that provailed in San Francisco

before and after 1880. His words are: "The gala days of Sau Francisco's life and Company are PREPARED TO ACCEPT First- happiness were during the years that preceded Class Foreign and Chinese Risks at Current 1880. The passage of the exclusion laws operated as a cone over a lighted candle. Chinese residents in California withdrew from industry. 19 181 reduced their properties to coin, and with returned to China, scrambling out of a country which they deemed inhospitable and u safe. Business direct up. Trade with China, which had been advancing at the rate of \$1:000.000 a year, tell off \$7,000,000 in two years. It never AGENTS for the above Company, are pre- revived until Dewey's victory. During the pared to ACCEPT RISKS against FIRE at interim San Francisco lost \$200,000,000 of business in her trade with China alone. The city shrank in enterprise and population."

The best method of ascertaining the truth as [30 to the effect of Chinese exclusion upon our commerce with China is to examine the official figures. These figures, taken from the Statistienl Abstract, show that Ho Yow's simile of a cone over a lighted candle is inappropriate. So far as the commerce of the United States Chinese was a powerful stimulant. Trade in-creased rapidly after the Chinese had been

excluded, as indicated : Total imports and exports. . 1880 ... \$27,999,482 1881 ... ... ... 33,082,091 And so on, with a fluctuating ratio of increase, up to 1900, when the total commerce with China (including Hongkong) was

In 1887 the value of China's trade with the United States (excluding Hongkong), according to the Statesman's Year Book, was £5,331,251,\* or 12.13 per cent. of the total trade of the empire. In 1897 this trade had increased to £8,500,802, or 15.02 per cent. of the total trade, a gain of 59.02 per cent. These figures prove that Dewey's victory in 1898 was not the cause of a rapid growth of commerce between the

United States and China. The simple truth is that the exclusion of Chinese from the United States has had no effect whatever on commerce between the two countries, even in the insignificant item of foodstuffs imported by Chinese into this country for their own consumption. They are somewhat exclusive in their tastes, and have a funcy from the local Custom-house-records, shows that receive. They are, in fact, a skilled race,

or Chinese figures that the exclusion laws have inventions without compunction or prejudice. The Undersigned, having been appointed had any deterrent effects on trade. Nor is it But the empire is sufficient with cheap labour. AGENTS for the above Company, are pre likely that the removal of these laws would and its bright men like Ho Yow and Minister stimulate trade. The Chinese, as Ho Yow | Wu are using every effort to provide an outlet knows, have absolutely no sentiment in busi- into the United States. Here the pastures are ness. They will buy American goods if they green, wages high, habits of living extravagant, are cheaper than those of other countries, and and the Chinese would grow fat even from the they will sell their silks and teas to Americans | crumbs of white labour's table. as quickly as to any other people Millions of Chinese have barely heard of the United States, has this to say of wages paid to skilled and know nothing of exclusion laws: They mechanics (Chi ese): purchase but a small fraction of the goods they consume from the United States or any other foreign country. The bulk of all foreign goods recognition; its rules are stringent; it is entering China is consumed along the seaboard, tanacious of its privileges. But human hands and principally in the ports. In many reports | are all too plentiful a d human life is cheap, so from American Consuls in China, no mention that it comes to pass that many skilled is made of our exclusion laws as affecting com- machanics receive but 15 cents Mexican a day; merce, either for good or ill. The Chinese coming or attempting to come to the United States are an infinitesimal part of that rast population. The Chinese as a race know must be cut almost in half for expression in practically nothing of us, and care less.

> others that the restriction upon the entry of the poorest families these members frequently Chinese merchants into this country is too find employment in some of the minor induscountries suffers in consequence. The term "Chinese merchant" is a by word and a repreach, made so by the Chinese themselves. One Chinese firm in Chicago, doing a business of \$5,000 a year, claimed to have ninety-six partnors! The facts coming before the Collector, upon an application of one of this swarm of partners for admission into the country, he refused such, permission and the Treasury toilurs, Department sustained him. The ordinary Chinese "merchant" carries on a business of gambling and lottery-playing, under the cloak of a merchandise store. Dozens of such "stores" are in existence throughout California. Merchants who claim to carry a stock worth \$8,000 or \$10,000 have in reality only a collection of empty boxes and a little rice, tea and gin, worth less than \$500. And such an establishment carries the weight of from five to twenty-five partners. The influence of such people upon the commerce of the United States with China is on a par with that of our Italian boot-blacks upon the politics of the Vatican. "In San Francisco and the larger towns of industry, but any great change in the lavel of the State are a few large and well-managed Chinese stores, landling Chinese curios and manufactured wares, whose proprietors are merchants in the strict sense. They are not with just as good capacity as themselves. The confounded with the frauds who set up Chinatown doggery and pose as merchants,

> "Merchants of the Pacific," says Ho Yow, "talk of the vast market of the Orient for their goods. That market is as truly closed to worthiness, public spirit, sense of duty, and them as the lips of a Shantung oyster!" If the Consul-General is right, why is it that

larger steamships and more of them are beingput into the trans-Pacific trade? How does Ho Yow explain the reports from American consuls in China showing a rapid increase in commerce ? After quoting from the reports of various U.S. Consuls in China, the Chronicle con-

tinnes: All these matters, available to He You or any other advocate of Chinese immigration, prove that commerce between the United States and China is much larger than is officially reported, and that the Chinese do not hesitate to use American goods.

"The merchants of the great consuming nation of China have become infuriated," declares Ho Yow, by the treatment their pared to book orders for any specifications at | countrymen have received through laws adopted at the instigation of labour unionsts, and they refuse to buy the product of the labour uniozists'

The truth; as shown by the official reports. China do not infuriate at all. They probably labour unions among the Chinese and adds : The Son Francisco Chronicle of the 27th; and they have no concern with American im- cotton-mills will combine, but there is in China

business. Theoretically, the Chinese of China | increase of population, wherever a district has should, perhaps, stand as one man and boycott been spared robellion and famine for a few tens the United States because of its exclusion of of years, and nothing can keep up the wages of in the North American Review. He attempts their coolie countrymen. In fact, however, common labour, which must remain, under the to show that, by reason of the enforcement of they have no such sentiment. It is every man present system, close on starvation point,"

American enterprise, producing cheaper goods will not open to Americans until the people of than other countries, has opened the lips of the China are permitted to pass unrestricted into | Shantung oyster. Under an accurate system the United States. He draws a picture of San of recording commerce, it could be shown that Francisco commerce, before and after the Americans have not only opened the syster, but

Another statement by Ho Yow and reiterated in various forms, is that the Chinese are an muskilled race, and therefore cannot enter into competition with American labour. He argues that the Chinese are menial labourers, pure and simple, and that they relieve whites from degrading drudgery. "The labour unionists conceive the Chimman to be a competitor," Ho Yow. "This is in no sense a fact," insists that they are unskilled, "When, however, our people acquire a knowledge of the use of machines they will demand and receive their full due in rate of wages," he says. In other words, he asks America to open the gates to the yellow workers, and give them chance to learn the use of machinery. Then the Chinese will reciprocate by demanding and receiving as high wages as Americans doing the same work. For not conferring this boon on the Chineso, the United States is "pursuing a policy of disaster not paralleled in modern tiems," says Ho Yow. He fails to state whether the disaster falls upon the United States or upon the Chinese who are thus ruthlessly prevented from underming white labour.

Are Chiness unskilled, and do they receive full wages when they become skilled? The answer to this question was made in the Chronicle a few days ago, concerning the Chinese at work in this country. It was shown, by specific citations, that the Chinese are a skilled people, not only doing the work in cannories, shirt-inctories, shoe-factories, women's wear factories, broom-factories, cigar-factories, etc., but that they own and manage the same. They have driven white cigarmakers out in many cases, and they outnumber the white broommakers and shirtmakers in San Francisco.

Ho Yow's statement that the Chinese demand and receive full wages when they become skilled is totally inaccurate. The skilled Chinese of California invariably receive less wages than whites doing the same work. The Chinese live in squalor and ignorance; raise their-families on a plane little higher than Rogs, have no regard for Amercian usages, and return home to China with their money as soon as possible. In every case where they compete with white labour the result is degrading, demoralising and ruinous to the whites, who cannot bring-themselves to live on the same bestial plane as the Chinese.

That is the situation in this country. But perhaps Ho Yow was alluding to Chinese in China. Possibly he means to say that the Chinese at home are unskilled, and that when they become skilled they demand and receive higher wages.

Here, however, the Consul-General's astute appeal to the Eastern American is again based for bringing dried fish, gin, pickled vegetables, on thin air. Reputable Americans, including etc., from their own country. An examination our Consula, give testimony to the skill of the of one month's importations, taken at random | Chinese, and to the starvation wages they as much of this stuff is imported now asin 1881. particularly in work requiring dexterity and Taking the great staple of commerce, it is patient attention to detail. They learn the impossible to find either in the official American uses of machinery quickly, and utilise American

. The American Consul-General at Shanghai

"Trades unionism has for ages been firmly established in China. It receives official while master workmen get 20 to 25 cents, and the common labourer saves himself from starving on two Mexican dollars a month. Those wages United States money. Frequently there are The argument is advanced by Ho Yow and wives and children to be supported, too; but in severe, and that commerce between the two tries, the women, perhaps, in the manufacture of shoe soles, the children in making paper money for offerings to the dead; or, as in Shanghai, in the manufacture of match-boxes, and so the slender earnings of the husband and father are eked out. As things are at present we cannot view with indifference the prospect of bringing the products of our own wage carners into competition with these cheap

In 1898 the British Parliament received a report from a commission sent to investigate the commercial situation in China. The report was written by F. S. A. Bonrne, He devoted some attention to the future of manufacture by Western methods, in China, and on the question of labour and wages said:

"In regard to wages, employers in China are at a great allvantage. Wages may be expected to rise somewhat in the fature for the more skilled classes of labour, as the number actually efficient anst be limited, at least until the system of apprenticeship, which is universal in China, has had time to take root in regard to the new I wages among the plain workers must be very slow, as the operatives will have pressing upon them the mass of millions of cheap workers, truth is that a man of good physical and intellectual qualities, regarded morely as an ecomonic factor, is turned out cheaper by the Chinese than by any other race. He is deficient in the higher moral qualities, individual trustactive courage, a group of qualities perhaps best represented in our language by the were manliness, but in the humbler moral qualities of patience, mental and physical, and persever-

ance in labour he is unrivalled. "These millions of patient, reasonable workers are only wanting leaders to make them producers on a gigantic scale, and leaders they will most certainly find. Whatever the future in politics of China may be, here these workers must remain; and they are, in my opinion, destined to modify profoundly the condition of the world's industries.

"To return to cotton manufacture, all Western employers and overseers of Chinese agree that they excel in lightness and deftness of hand, and that they are well suited in physique and intelligence for work in cotton-mills. They show extraordinary powers of endurance; for instance, boys in the Hankow mill work through the whole night without leaving the mill, and with only a little rice congee by way of food."

The English economist agrees with the Amerseriously cripples Ho. Yow. The merchants of | ican Consul-General in his description of strong have never heard of American trades unions, "It is probable that workmen employed in migration laws. They attend strictly to dreadful proverty of the masses, due to rapid

No wonder Ho Yew is doing his utmost to open the way for these patient millions into the United States, where Chinese in two years, at ordinary work, make enough to keep them for the rest of their lives in comfort in China on the Chinese basis of living.

no Your's countrymen are, after all, not so unskilled, menial, and non-competitive as he would make them appear. They use the "most approved pattern of machinery," and are paid wages that would be "starvation to the American labourer." Admitting that the American labourer performs more work than the Chinese, the latter will turn out manufactures cheaper, even though swarms of them are required to perform the work; for "the operatives will have pressing upon thom the mass of millions of cheap workers, with just as good capacity as themselves, and wages must remain close on starvation point."

The conclusion of the whole matter is that Ho Yow, wittingly or unwittingly, misstates the facts when he claims that the Chinese exclusion laws have hindered commerce between the United States and China; that our commerce with China (of which San Francisco in 1899 shared over 17 per cent. of exports and over 29 per cent. of imports) is growing rapidly, during the times that Chinese are being more rigidly excluded from Medical Times and Hospital C this country; that the Chineso as a race are not concerned with exclusion, and are buying our goods freely; that they are a skilled race, capable of entering into rainous competition with Americans; and that, in addition to continuing the policy of strict exclusion of Chinese competitors on American soil, the United States must employ its greatest enterprise and skill if it would preserve its Asiatic markets from the inroads of awakening Chinese competition. Under these circumstances the people residing in the eastern portion of the United States ought to see the folly of letting down the bars of Chiuese exclusion on the advice of the shrewd agent of the Chinose empire stationed at San Francisco.

NISHES.

IF you want your Boots well polished, tell your Valet or the Maid to ask for WALTON'S BOOT CREAMS and VAR-

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Care of Daily Press Office. Hongkong, 25th October, 1901. WANTED.

PORTUGUESE CLERK for Bangkok; one with knowledge of Shorthand and Typewriting preferred. Apply, stating Salary, to-

Cure of Office of this Paner. Hongkong, 19th October, 1901.

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TEAKWOOD, HARDWOOD, &c., &c. (in Logs and Planks). An Insp. don is respectfully, solicited. Hongkong, 5th September, 1901.

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Sole Agents for China, HOLLIDAY, WISE & CO. Hongkong, 16th September, 1899.

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PHOTOGRAPHIC VIEWS of HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

> MOTTOES: A Merry Christmas and a Happy New Year

Plenty chances, largee gain; Dollar come alla same rain Wishing you Happiness and Longevity

Success Crowns your Undertakings : My chin chin in Hongkong Makee you happy and strong Everything as you wish

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section. 1. From Green Island to the Harbour Master's 3. From Blake Pier to Naval Yued.

2. From Harbour Master's to Blake Pier.

DESTINATION	VESSEL'S NAME	PLAG & RIG	BERTH	CAPTAIN	FOR PRESCRIPT APPLY TO	TO BE DESPATCHED
+ A3773 A37	CALCHAS	Brit. str	2 m.			
LONDON	CEXLON		1	W. Hayward, B.N.R.	The state of the s	To-day.
LONDON	Conder was	Duit ate	_ '	E TO TELL TELL E.N.E.	BUTTERVIELD & SWIRE	On 2nd November, at Neon
LONDON, &c., VIL PORTS OF CALL	COROMANDEL			F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 9th Nev., at Noon.
LONDON	NESTOR			***********************	DUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON		_	***************	BUTTERFIELD & SWIRE	On 26th November.
LONDON	ACHILLES	Brit. str	2 m.	****************	BUTTERFIELD & SWIRE	On 10th December.
LONDON & ANTWERP VIA MARSEILLES, &c.	AWA MARU		2 m.	R. Trent	NIPPON YUBEN KAISHA	On 1st Nov., at Daylight.
LIVERPOOL DIRECT	DARDANUS	Brit. str	2 m.	****************		On 15th November.
LIVERPOOL DIRECT		Brit. str	2 m.		BUTTERFIELD & SWIRE	On 15th December.
MARSEILLES. &c., VIA PORTS OF CALL	SALAZIE	Fren. str	2 m.	Aubert	MESSAGERIES MARITIMES	On 4th Nov., at 1 P.M.
MARSEILLES & LONDON, &C., V. SINGAPORE, &C	KAMARUBA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On that New of Doubleha
BREMEN. VIA PORTS OF CALL	SACHSEN	Ger. str		W. Franke		On 15th Nov., at Daylight.
	BAMBERG	**		Zurbonsen		On 31st inst., at Noon.
	SEGOVIA			Former:	HAMBURG-AMERIKA LINIE	
HAVEE, DECIMEN OF TRADESCE	Manney			Foerok	HAMBURG-AMBRIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARBURG /			Zachurine	HAMBURG-AMERIKA LINIE	On 30th November
HAVRE & HAMBURG	SUEVIA			Borok	HAMBURG AMEBIKA LINEE	On 14th December.
HAVRE & HAMBURG	SERRIA.			Brehmer		On 28th December.
HAVRE & HAMBURG	NUERNBERG			Mayer	HAMBURG-AMERIKA LINIE	On 6th January.
HAVRE & HAMBURG	STRASSBURG			Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
NEW YORK VIA PORTS & SUEZ CANAL	RICHMOND CASTLE		2 m.		DODWELL & Co., LIMITED	On 15th November.
NEW YORK	MANUEL LLAGUNO	Amr. ship	1 m.			On or about 25th inst.
NEW YORK	CLAVERDALE	Ger. str	2 m.	***************************************	CARLOWITZ & Co.	On 12th November.
NEW YORK VIA SUEZ CANAL	ADANA	Brit. str	1 m.	***************************************	SHEWAN, TOMES & Co.	On 5th Nevember.
VANCOUVER VIA SHANGHAI, &c.	TARTAR	Brit. str		E. Beetham, R.N.R.	CANADIAN PACIFIC R. Co	On 6th November.
VANCOUVER. VIA SHANGHAI, &c	EMPRESS OF INDIA	Brit. str		O. P. Marshall R. N.R.	CANADIAN PACIFIC R. Co	On 20th Nov., at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c	GLENOGLE	Brit. str		W. Frakes	DODWELL & Co., LIMITED	On 1st November.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &C	Tosa Maru			S. J. G. Parsons	NIPPON YUSEN KAISHA	On 18th Nor., at 4 P.M.
VICTORIA (B.C.), SEATTLE & TACOMA	OOTACK			J. Barber	JARDINE, MATHRSON & Co	Quick despatch.
SAN FRANCISCO VIA MOJI	DORIC	Amr. etr.	2 m.		O. & O. S. S. Co.	To-day, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c	NIPPON MARU	Jan. str.	2 m.	************************		On 20th November.
SAN DIEGO, &c., VIA MOJI, &c.	STRATEGYLE	Brit str.	2 m.	******** **************		On 30th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit str	2 m.		Brown to Course	
AUSTRALIAN PORTS	Christs	Brit ate	2 m	McArthur		On 10th November.
AUSTRALIAN PORTS	Kierras Mark	Jan et	2 2	H. Fraser	GIBE, LIVINGSTON & Co.	On 21st Nov., at Noon.
AUSTRALIAN FURTHER TO	Manage Racourum	Ame ato	_	Dila-For	NIPPON YUSEN KAISHA	
TRIESTE VIA SINGAPORE, &c.	MARQUIC DACGURACIO	There are	2 m.	Bilaffer	SANDER, WIELER & Co	On 19th November, P.M.
YOKOHAMA & KOBE	KURDISTAN	the second	k. w.	D C C	DODWELL & Co., LIMITED	To morrow, at Noon.
	BORKEO		k. w.	D.C. Gregor, R.N.K.	P. & O. S. N. Co. 101	On or about 1st November.
KOBE & YOKOHAMA	WAKASA BLABU	Jap. str	_	J. D. Blacmilian	NIPPON YUSEN KAISHA	On 8th Nov., at Daylight.
KOBE	Kumano Maru		2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 10th November.
NAGASAKI, KOBE & YOKOHAMA	KANAGAWA MARU		2 m.	J. Mackenzie	NIPPON YUSEN KAISHA	On 20th Nov., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	_ ~	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 22nd Nov., at Noon.
MOJI, KOBE & YOKOHAMA	MIIKE MARU	Attack to the second se	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 5th Nov., at Noon.
TIENTSIN	KWEIYANG		2 m.	********************	BUTTERPIELD & SWIRE	On 5th November.
SHANGHAI & KOBE	TSINAN	Brit. atr	2 m.	******************	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	BALLARAT,	Brit, etr	2 m.	R. A. Peters	P. & O. S. N. Co	On 9th November.
SHANGHAI, NAGASAKI, HIOGO & LOKOHAMA	BAYERN	Ger. str	h. 20.	H. Blecker	HAMBURG-AMERIKA LINIE	Quick despatch.
NINGPO & SHANGHAI	WOOSUNG	Brit. str	2 m.			To-day.
ANDING WIL SWATOW & AMOY	MAIDZURU MARU	Jap. str	1 m.	K. Suzuki	MITSUI BUSSAN KAISHA	To-morrow.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	S. Atsumi	MITSUI BUSSAN KAISHA	On 6th Nov., at Daylight.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str	1 m.	K. Sobajima	MITSUI BUSSAN KAISHA	On 3rd November
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.		Davis	DOUGLAS LAPRAIN & Co.	On 31stringt, at Daylight.
SWATOW & AMOY	HAILOONG	Brit. atr.	2 h.		DOUGLAS LAPRAMI & Co.	
ILOILO & CEBU	KAIFONG	Brit. atr.	2 m.		BUTTERFIELD & SWIRE	
MANICA VIA AMOY	YUENSANG	Brit. atv	2 m.	Rolfa	JARDINE, MATHESON & Co	Today at A D.
MANILA DIRECT	DIAMANTE					
TEANTE A	CHANGREA	Reit of	$\frac{2}{2}m$ .		SHEWAN, TOMES & Co.	
MANICA SINGAPORE, PENANG & CALCUTTA	ARRATOON ADOLD	Reit at	2 m:		BUTTERVIELD & SWIRE	
SINGAPORE, POMPAY	Mazagor	Ruit of	_	C. W Cashman	DAVID SASSOON, SONE & Co	On an about 19th Managhan
SINGAPORE & BOMBAY	Hippgerica Many	Jon other	2 m.	T Manage	P. & O. S. N. Co.	On of about 15th November
BOMBAY VIA SINGAPORE & COLOMBO	ALIBORIER BEARU	neh. ser. ''')	2 m.	T. DUGENI	NIPPON YUSEN KAISHA	On oth Mov., at Moon.

#### SHIPPING.

ARRIVALS. Oct, 27, SHANSI, British str., 1,240, Carnaghan, Java 16th Oct., Sugar.-BUTTERFIELD

Oct. 28, BABFLEUE, British battleship, 10,500, Sir Geo. Warrender, Bart., Yokohama 22nd Oct. 28, CALCHAS, British steamer, 4,278, J Bartlett, Foochow 27th Oct., General,-BUTTERFIELD & SWIRE.

Oct. 28, HIKOSAN MARU, Jap. str., 2,302, Peter Hollstrom, Kutchinotzu 23rd Oct., Coal.-М. В. Каізна. Oct. 28, Hongkong, French str., 862, Pannier,

Haiphong and Hoihow 27th Oct., General. -A. R. MARTY. Oct. 28. SKERRYVORE, British steamer, 2,199, Appleton, Cheribon 17th Oct., Sugar .-BUTTERFIELD & SWIRE.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 28th October.

Cebu, American str., for Cebu. Chiquen, American str., for Canton. Falls of Kelter, British str., for Shanghai. Flandria, German str., for Shanghai. Kweiyang, British str., for Canton. Satsuma, British str., for Manila.

27th October. PROMETHEUS, British str., for Shanghai. 28th October. CRBU, American str., for Cabu. CHITUEN, American str., for Canton. FALLS OF KELTER, British str., for Shaughai. FLANDRIA, German str., for Shanghai. ILTIS, German gamboat, for Canton. KWEIYANG, British str., for Canton. PROGRESS, German str., for Touron.

DEPARTURES.

THEA, German str., for Chefoo. VESSELS IN DOCK. 28th October.

ABERDEEN DOCKS .-KOWLOON DOCKS .- Canton River, Elcano, Cebu, H.M.S. Argonaut, H. J. Albrecht, Kwanfung, Tacoma, Choiefa, Hans Menzell, H.M.S. Humber.

COSMOPOLITAN DOCK .-

SHIPPING REPORTS. The British steamer Calchas, from Foochow 17th inst., had moderate N.E. monsoon. The Japanese steamer Hikosan Mars, from Kutchinetzu 23rd inst., had fine and cloudy weather with strong northerly breeze down to Lamocks; then light N.W. winds with fine weather to port.

### VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY. HE Company's Steamship

"YUENSANG," Captain Rolfe, will be despatched as above TO-DAY, the 29th inst., at 4 P.M. This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO.,

General Managers. Hongkong, 28th October, 1901.

THE OSAKA SHOSEN KAISHA, IMITED.

FOR ANPING VIA SWATOW AND HE Company's Steamship

MAIDZURU MARU." Captain K. Sudzuki, will be despatched for the above ports TO-MORROW, the 30th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hongkong, 17th October, 1901.

### VESSELS ON THE BERTH IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND

YOKOHAMA.

THE Imperial German Mail Steamship BAYERN OF THE NORDDEUTSCHEE LLOYD, Captain H. Blecker, due here with the outward

German Mail about the 30th inst., will leave for the above places about 24 hours after arrival. NORDDEUTSCHER LLOYD.

For further Particulars, apply to-MELCHERS & CO. Agents. Hongkong, 28th October, 1901.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY. IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND

HONOLULU. TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA &c. .

Japan Governments.

\* 8.S. "STRATHGYLE" ... On 30th October. S.S. "KVARVEN" ..... On 1st December. S.S. "THYRA" ..... On 20th December.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HAKODATE, on WED-NESDAY, the 30th October.

in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same

time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be

sent to the Company's Office, addressed to the Collector of Castoms, San Diego. \* NOTE:-This steamer will also call at

to San Diego. For further information as to Freight or

Passage, apply to BUTTERFIELD & SWIRE,

Agents, Hongkong, China and Japan. Hongkong, 24th October, 1901. THE OSAKA SHOSEN KAISHA

LIMITED. FOR TAMSUI VIA SWATOW AND

AMOY. THE Company's Steamship "DAIGI MARU,"

Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 3rd Novem-For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Hongkong, 28th October, 1901.

FOR NEW YORK. THE 3/3 A II American Ship

"MANUEL LLAGUNO" will load during October, sailing about 29th October. For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 11th July, 1901.

### CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

PUNCTUALITY. SPEED. "Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION). \* " TARTAR," 4,425 Tons... Comdr. E. Beetham, R.N.R... WEDNESDAY, 6th Nov., 1901 \*"ATHENIAN," 3,882 Tons, Capt. H. Mowatt ......... WEDNESDAY, 4th Dec., 1901 EMPRESS OF JAPAN "...Comdr. H. Pybus, R.N.R. .... WEDNESDAY, 18th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Chisine are unexcelled.

### \* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed Through Bills of Lading issued to any point on the Line between CHINA - d JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers 1 . all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Kates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street. Hongkeng, 1st October, 1901.

### HARODATE on her way from Yokohama HAMBURG-AMERIKA NORDDEUTSCHER

OSTASIATISCHER FRACHTDAMPFER DIENST.

LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

### PROPOSED SAILINGS FROM HONGKONG.

		SUBJECT TO ALTERATION.	The Walter Comment	41
	STEAMERS.	DESTINATIONS.	BAILING	DATES
	BAMBERG	(Calling at Singapore and Colombo)	On 2nd Nov.	Freight.
	SEGOVIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	Con 16th Nov	Freight.
	MARBURG	HAVRE & HAMBURG	7 On 90th Non	Freight.
140	SUEVIA	HAVRE & HAMBURG	On 14th Dec	Freight.
		(Calling at Singapore and Penang)	On 98th Dog	Freight
	Capt. Brehmer	(Calling at Singapore and Colombo)	On 6th Jan.,	
•	Camb Marries	(Calling at Singapore and Penang)	1902	Freight.
	CHDP DISCHOOM	HAVRE & HAMBURG	1902	Freight.
	For Further Particul	ars, goody to	The Barrier of the Contract of	

HAMBURG-AMERIKA LINUE. HONGKONG OFFICE. QUEEN'S BUILDINGS, No. 1.

Hongkong, 26th October, 1901.

#### PACIFIC DICO THE BEDIENCE STEAMSHIP CO.

SAILINGS FROM HONGKONG, VIA SHANGHAL INLAND SEA OF JAPAN, KOBE AND YOKOHAMA. FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY

	Steamer.		Cons.	Car	otain.		Propose	ed Sailing
GLENOGLE CLAVERING.			.040	J. Darrer		7 1 - Bea	NT A STANKED	<b>建筑在新疆,在人工的联系的</b>
BRAEKAR		********	1601 - Le	W. Watt. G. Cartme	A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2.15	AT LOUIS AND ADDRESS OF THE PARTY OF THE PAR	The state of the s
	1.	1 34 25					Sign Herry	and a specific

THE attention of Passengers is directed to the very cheep rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

Hongkong, 2nd October, 1991.

HONGKONG TO NEW YORK, £48 The Railroad travelling is second to none on the American Continent; two trans-continents; trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 230. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from Victoria and TACOMA to DYNA and St. MICHABL. Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED. General Agents.

# PENINSULAR AND

STEAM NAVIGATION COMPANY. STEMBRE TO SAIL UN REMARKS. YOKOHAMA | VIA SHANGHAI AND KOBE (Passing through the Inland Sea) LONDON W. Hayward, B.N.R. November LONDON, &c...... { COROMANDEL ..... } Noon, 9th } See Special Advertisement. F. W. Vibert, R.R.R. } November } See Special Advertisement. BALLARAT ...... About 9th Freight or Passage.

R. A. Peters ...... November Freight or Passage.

BOMBAY...... G. W. Cockman, E.N.R. November Freight only. . (Calling at Penang and Colombo if sufficient inducement offers) PASSENGER SEASON 1902

For MARSEILLES, PLYMOUTH OBJENTAL ..... 5,284 Tons ... 29th March and LONDON DIRECT..... MALTA WITHOUT TRANSHIPMENT ..... For Further Particulars, apply to

H. A. BITCHIE Huogkorg, 26th October, 1901

# 

HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:

"EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 20th Nov., 1941 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON. AND SOUTH AMERICAN PORTS STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

EMPRESS OF CHINA"... Comer. R. Archibald, R.N.B... WEDNESDAY, 15th Jan., 1902 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACE. IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

SAILING DATES STEAMERS. SACHSEN ..... THURSDAY ... 31st October. KIAUTSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY 13th November. BAYERN... WEDNESDAY 27th November. KONIG ALBERT .... WEDNESDAY 11th December. 25th December. PRINZESS TRENE ... WEDNESDAY 8th Jan., 1902. 22nd Jan 19 2. PRINZ HEINRICH ... ... WEDNESDAY 5th Feb., 1902. PREUSSEN ... WEDNESDAY HAMBURG (Hamburg-Amerika Line) .... WEDNESDAY 7. 19th Feb. 1902. 5th Mar., 1902.

N THURSDAY, the 31st day of October, 1901, at Noon, the Steamship "SACHSEN. of the Nordbeutscher Lloyd, Captain W. Franks, with MAILS, PASSENGERS. SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENCA. Shipping Orders will be granted till Noos on Tuesday, the 29th October, Cargo and Sp cie will be received on Board until 5 P.M. on WEDNESDAY, the 30th October, and Parcels w.ll be received at the Agency's Office until Noon on WEDNESDAY, the 30th October. Contents of Packages are required. No Parcel Receipts will be signed for less than 32.50 and Parcels should not exceed Two Feet Cable in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board. NORDDEUTSCHER LLOYD For further Particulars, apply to

MELCHERS & CO., Agents. Honokong, 17th October, 1901.

### NIPPON YUSBN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY) PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION STEAMERS. DESTINATIONS. CATALON CONTRACTOR

LONDON and ANTWERP, VIA

MARSEILLES, SINGAPORE, FREDAY, 1st November. AWA MARU ..... R. Trent PENANG, COLOMBO & PORT ( at DAYLIGHT. MILKE MARU ...... MOJI, KOBE and YOKOHAMA ! TUESDAY! Sthe November, JFBIDAY, St'i November. BOMBAY TIA SINGAPORE and FRIDAY 8th November. HIROSHIMA MARU ..... T. Murai COLOMBO ..... at Noon. KUMANO MARU ..... SUNDAY, 10th November. KOBE (DIRECT)..... E. W. Haswell ..... MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, FRIDAY, 16th November KAMAKUBA MABU ...... H. Petersen PENANG, COLOMBO & PORT ( at DAYLIGHT.) VICTORIA, B.C. and SEATTLE, MONDAY, 18th November TOSA MARU U.S.A., VIA SHANGHAL MOJI S. J. G. Parsons KOBE & YOKOHAMA NAGASAKI, KOBE and YOKO-(WEDNES, 20th November, KANAGAWA MARU J. Mackenzie at Daylight NAGASAKI, KOBE and YOKO- FEEDAY, 22nd November. ROBETTA MARU N. Tate ab Noon. SYDNEY and MELIBOURNE VIS TRIBLY, 225d November Vis KASUGA MARU.... H Fraser TOWNSVILLE and BRISBAND

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the last best many Reserved and Atlantic Steamers

For further information as to Preight, Passage, 348 Local Branch Office at Prince's Building, First Floor, Class Hong kong, 28rd October, 1901.

### VESSELS ON THE BERTH

#### STEAMSHIP COMPANY. OCEAN

OUTWARDS.	
OWN LASTED	Due
GLASGOW and LIVERPOOL "ACHILLES"	On 6th November,
GLASGOW and LIVERPOOL GLAUOUS"	On 15th November.
GLASGOW and LIVERPOOL "IXION"	O ON LAT!
GLASGOW and LIVERPOOL "IXION"	posterior and
HOMEWARDS.	
	TO BAIL
FOR	On 29th October
LONDON "CALCHAS"	On 19th November
LONDON "NESTOR" LONDON "MACHAON" LONDON "ACHILLES"	On 26th November.
LONDON MACHAUN	On 10th December.
LONDON	On Total December.
CIVERPOOL DIMEGY	On 15th November.
LONDON LIVERPOOL DIRECT "DARDANUS" (Taking Cargo at London Rates)	
TIVERPOOL DIRECT	On 15th December.
(Taking Cargo at London Rates) (Taking Cargo at London Rates) (Taking Cargo at London Rates)	
(Taking Cargo at London Bates) ) The S.S. "MACHAON," from GLASGOW and L	IVERPOOL, has arrived, and will
THE CLOSE AND ALL AND ADDRESS OF THE PARTY O	

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS O. S. S. Co.

Hongkong, 29th October, 1901.

for SHANGHAI this evening.

# CHINA NAVIGATION

	STEAMERS	TO BAIL.	
FOR	"WOOSUNG"	On 29th October.	
NINGPO and SHANGHAL	PRINAN"	On 30th October.	
NINGPO and SHANGHAI SHANGHAI and KOBE	" I WIETY ANG "	On 5th November.	
· 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	"KAIFONG"		
TT GET THE RIGHT LEGISLE AND AND ADDRESS OF THE PROPERTY OF THE PARTY	"CHANGSHA"		
	" CHANGSHA	OH TOTH MOVEMENT.	
TATITUTAL THE HEALTH			
TOTAND COOKTOWN, TOWNS.	E & CHANGSHA"	On 10th November.	
ISLAND, COOKTOWN, TOWNS	OTTAKE OF THE PROPERTY OF		

and MELBOURNE

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. For Freight or Passage, apply to-BUTTERFIELD & SWILLE, AGENTS.

Hongkong, 28th October, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. NOTICE.

STEAM FOR SINGAPORE. BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX;

PORTS OF BRAZIL AND RIVER PLATE.

O'st 1 P.M., the Company's Steamship "SALAZIE," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the S.S. Armand Behic, which vessel take on her Passengers and Mails leaving that port on the 16th November direct to Suez, Port Said and Margoilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.H. on the 3rd for Japan, the United States and Europe. November. (Parcels are not to be sont on board; they must be left at the Agency's Office.). Contents and Value of Packages are required. For further particulars, apply at the Com-Dany's Office.

P. DE CHAMPMORIN, Acting Agent. Hongkong, 23rd October, 1901.

THE CHINA MUTUAL STEAM NAVI GATION COMPANY, LIMITED. TRANS-PACIFIC SERVICE

VICTORIA (B.C.), SEATTLE AND

TACOMA. THE Steamship

"OOPACK, 3.883 Tons. Commander J. Barber, is due here on 4th November, and will have quick despatch. For Rates of Freight and Further Particulars, apply to JARDINE, MATHESON & CO.,

Hongkong, 23rd October, 1901.

SHEWAN TOMES & CO.'S NEW YORK

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ADANA,"

will be despatched for the above port on o about 5th November, 1901. To be followed by the Steamship on or about 15th December, 1901.

And by the Steamship "ACARA on or about 31st December, 1901. For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 28th October, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 6th November, at DAYLIGHT. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA Hongkong, 23rd October, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo- THE full-powered Steamship CHINA STIAM NAVIGATION Co.'s forinightly service hence to Calcurra. Sallings from CALCUTTATOR CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CA. CONTRED.

General Agents for Chies bas Japan.

Hongkeng, 4th Anguat 1891 VESSELS ON THE BEATH.

### MAIL LINES

OCCIDENTAL & ORIENTAL S.S. CO. PACIFIC MAIL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. "DORIC" TUESDAY, 29th October, at Noon. PERU TUESDAY. 12th November, at Noon. "COPTIC" WEDNESDAY, 20th November, at Noon, CITY OF PEKING" ...... SATURDAY, 7th December, at Noon.

GAELIC"... SATURDAY, 14th December, at Noon.

CHINA" ...... TUSEDAY,

31st December, at Noon.

THE O. & O. S.S. Co.'s Steamship "DORIC" will be despatched for SAN FRAN-CISCO via SHANGHAI, NAGASAKI, K.) BE, INLAND SEA, YOKOHAMA and RONOLULU, on TUESDAY, the 29th October, at Noon, taking Freight for Japan,

the United States and Europe. Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application,

Passengers holding through ORDERS TO FUROPE have the choice of the Overland Rail route from San Francisco, jucluding the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers helding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC. DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionsries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan. TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only)

are confined and will apply only to Missionaries, members of the the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan. RETURN PASSAGE .- Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and

re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original Shanghai, Nagasaki, Tuesday, Nov. 5, Kobe, Inland Sea, Yo-kohama, and Honolulu) port of embarkation. Passengers who do not hold round-trip tickets but who have paid full-class fare from the

United States, Canada or Europe, to a port of callin Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per Shanghai, Nagasaki, (Thunsday, Nov. 28, cent. from fare to San Francisco or Honolulu. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to

Sau Francisco, to Atlantic and Inland Cities of the United States, va Overland Railway, to 'Hayans, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. Shanghai, Nagasaki, (SATURDAY, Dec. 21,

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is

less than \$100 U.S. gold. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. GEO. ECKLEY

Hongkong, 19th October, 1901.

LAND SEA OF JAPAN, and call at HONO-LULU, and Passengers are allowed to break THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

"COROMANDEL,"

Silk and Valuables, all cargo for France, and

Parcels will be received at this Office until 4

Shippers are particularly requested to note the terms and conditions of the Company's

REGULAR STEAMSHIP SERVICE TO

NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

H. A. RITCHIE,

DODWELL & CO., LD.,

Superintendent.

P.M. the day before sailing. The contents and

Through Passage Tickets granted to Eng-STEAM FOR STRAITS, CEYLON, AUSland, France, and Germany by all trans-Atlantic TRALIA, INDIA, ADEN, EGYPT, lines of steamers, and to the principal cities of MEDITERRANEAN PORTS, the United States or Canada. Rates may be PLYMOUTH AND LONDON. THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

the above ports.

Bills of Lading.

KURDISTAN"

"HILLGLEN" ...

"LOWTHER CASTLE"...

Hongkong. 26th October, 1901.

-Arnhold, Karberg & Co.

Hongkong, 17th May, 1895.

Standard Oil Co.

Standard Oil Co.

NTOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the

HELEN A. WYMAN, American ship, Vanhon.

STATE OF MAINE, American ship, Colcord .-

DUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,

Sole Agenta.

"LENNOX"

Bombay with transhipment.

value of all packages are required.

For further particulars, apply to

Hongkong, 28th October, 1901.

Passengers holding through ORDERS TO FUROPE have the choice of Overland Rail THE Steamship reutes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, Captain F. W. Vibert, R.N.R., carrying His and Northern Pacific Bailways; also the Majesty's Mails, will be despatched from this for CANADIAN PACIFIC RAILWAY on payment of Bombay, on SATURDAY, the 9th Novem-£4 in addition to the regular tariff rate. ber, at Noon, taking passengers and cargo for

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, CENTRAL PACIFIC Union Pacific, DENVER AND RIO GRANDE. and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS VROM HONGKONG.

Kobe, Inland Ses, Yo- ( 1901, at Noon,

"NIPPON MARU"

will be despatched for SAN FRANCISCO

INLAND SEA, YOKOHAMA and HONO.

LULU on TUESDAY, the 5th November,

1901, at Noon, taking Freight and Passengers

Steamers of this line pass through the IN-

SHANGHAI. NAGASAKI, KOBE,

1901, at NOON.

NIPPON MARU (via

AMERICA MARU (VIS

kohama, and Honolulu)

Kobe, Inland Ses, Yo-

kehama, and Honolulu)

THE Twin-Screw Steamship

their journey at any point en route.

obtained on application.

Hongkong Maru (via)

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading-issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Contral and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

OWNERS will be RESPONSIBLE for any For further information as to passage and DEBT contracted by the Officers or the Crews Freight, apply to the Agency of the Company, Queen's Building. of the following Vessels during their stay in Hongkong Harbour :--

GEO. ECKLEY. Acting Agent. Hongkong, 14th October, 1901.

UNITED STATES AND CHINA-JAPAN W. H. CONNER, American ship, Colcord.-STEAMSHIP LINE. (ROB. M. SLOMAN & Co., HAMBURG.)

FOR NEW YORK.

"CLAVERDALE" will be despatched for the above port on the 12th November. For Freight, apply to CARLOWITZ & CO.

Hongkong, 15th October, 1901.

NOTICES TO CONSIGNEES

ACTING AGENT.

OCEAN STEAMSHIP COMPANY.

MONSIGNEES per Company's Steamer "LAERTES"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it vill lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 24th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival Goods undelivered after the 30th inst. will Tea for London (under arrangement) will be be subject to rent. All damaged Goods must be transhipped at Colombo into a steamer proceedleft in the Godowns, where they will be ing direct to Marseilles and London; other examined at 11 A.M. on the 31st instant. cargo for London, &c., will be conveyed via No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents, Hongkong, 22nd October, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"MACHAON" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godownsof the Hongkong and Kowloon Whari and Godown Company, Ld.; in both cases it will lie at Consignees' risk. The Cargo will be

RICHMOND CASTLE,"On 15th November. ready for delivery from Craft or Godown on and after the 26th instant. ... On 30th November. On 15th December. Optional Cargo will be landed unless notice On 31st December. has been given prior to steamer's arrival. Goods undelivered after the 2nd proximo will be subject to rent. All damaged Goods For Freight and further information, apply to

must be left in the Godowns, where they will-be examined at 11 A.M. on the 4th proximo. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Agents. Hongkong, 25th October, 1901.

OCEAN STEAMSHIP COMPANY.

NONSIGNEES per Company's Steamer "PROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft, and or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld.; in both cases it will lie at Consignees risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 1st prox. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd prox.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE. Agenta. Hongkong, 26th October, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA," FROM BOMBAY, COLOMBO AND

STRAITS. Consigness of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and\_delivery\_can\_be-obtained\_as soon-as-the-Goods are landed.

This Vessel brings on Cargo :-From London, &c., ex s s. Oceana. From Persian Gulf ex s.s. B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., To-DAY, 26th inst. Goods not cleared by the 2nd proxime, at 4 r.m., will be subject to rent.
No Fire Insurance will be effected by me in

any case whatever. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 26th October, 1901. THE

CHINA AND JAPAN

TELEPHONE AND ELECTRIC

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS:-

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES. \$100 Per Annum.

NO CHARGE FOR INSTALLATION

N.B.-A special charge is made for lines as more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK,

Including :-BATTERIES,

CHEMICALS, ELECTRIC BELLS,

INSULATORS. LIGHTNING CONDUCTORS, SWITCHES,

> TELEPHONES, WIRE, &c., &c.

PRICE LISTS

APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN ORDER.

Estimates given for all kinds of Electrical

Trained Mechanicians sent to Out Ports to fit up Installations if required.

For full parteulars, &c., &c.,

Apply to W. STUART HARRISON, Manager. Note Address :- No. 2, ICE HOUSE ROAD.

Hongkong, 18th January, 1898.

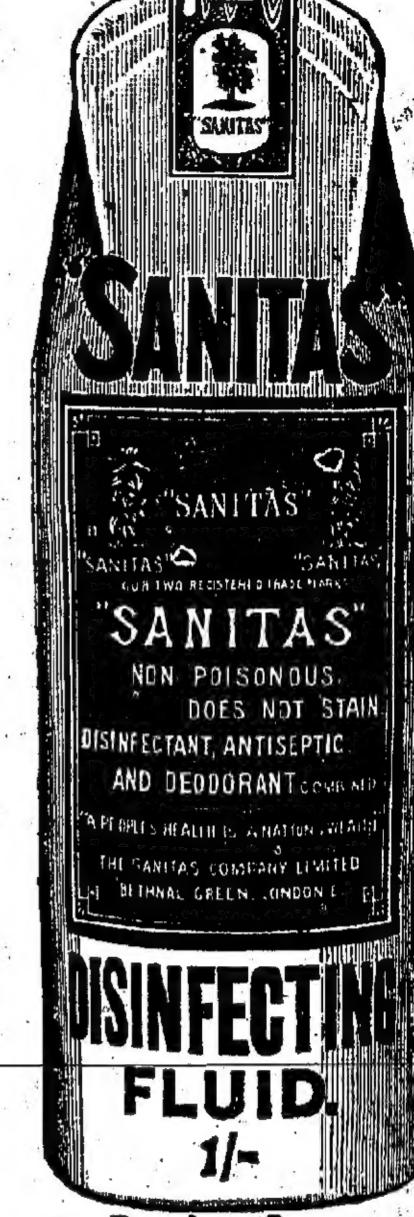
FROM PORTSMITH TO PEKING VIA LADYSMITH WITH A NAVAL BRIGADE. ILLUSTRATED WITH FOUR MAPS.

On Sale at "DATLY PRESS" OFFICE, LOCAL BOOK-SELLERS, SOLDIERS' CLUB, SOLDIERS' and SAILORS' HOME, ROYAL

NAVAL CANTEEN. Price \$1 per Copy Paper Covers; \$1.50 in Hongkong, 18th March, 1901

A Remedy for all Irregularities.

Superseding Bitter Apple, Tempyroyal, Pil Cochia, so. A. S. WATSON & CO., LTD., HONGKONG MARTIN. Chemist, SOUTHAMPTON, ENGLANA



ALSO POWder, Soaps, Sulphur (Fumigating) Candles, and all kinds of DISINFECTANTS.

"The list of "Ranitas" preparations is now so great as to come "prize a complete antiseptic and disinfectant armamentarium.
"The competition of most of these is based on "Sanitas, a "deservedly popular, pleasant and moreover series companied."
—LANCET. August 24th, 1896, p. 50. "HOW TO DISINFACT Book sent FREE on application

OF ALL CHEMISTS. AND The "SANITAS" Co., Ltd., BethnalGreen, London.

SANDAL

Not made of Gelstine i most efficacious, begause absolutely pure Haglish Oil. Full directions. All Chemists. Savaresse's Pure Copaiba Capsules.

HAND. UNTOUCHED

When prepared is similar to Breast Milk. MELLIN'S FOOD WORKS, PECKHAM; LONDON, ENGLAND. 11 .3

CALVERT'S CARBOLIC CARBOLIC

**Cures** and prevents insect and Mosquito bites.

all Skin ailments.

Especially valuable in not climates. The atrongest Carbolic Toilet Scap.

Sold by all Chemists, Stores, &c. F. C. CALVERT & Co., Manchester, England.

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Mrs. Angu:

Mr. H Arnold

Mr. Bakowell

Mr. J. T. Bell

Mr. A. Bonner

childern

Mr. G. W. Brown

Major Buttanshaw

Mr. D. H. Cameron

Mr. J. W. Campbell

Mr. Bustow

Miss Byron

Dr. F. Clarko

Mr. G. E. Cola

Mr. J. S. Colson

Mr. J. J. Connell

Mr. H. C. Croft

Mr. Dovilbias

Mrs. Davies and child

Mr. P. C. Denroche

Mr. G. M Discombe

Major Dorehill, R.A.

and child

Major P. S. Dyson

Mr. F. W. Edward:

Mr. & Mrs. Fernald

Mr. C. D. Findley

Mr. Thos. Fisher

Mr. Emil Fisher

Capt. & Mrs. Dunsford

Mrs. Forteath and child

Capt. and Mrs. W. W.

Mr. Kennedy Gibson

Mr. L. L. Gillespie

Mr. C. Glover

Mr. John Grant

Greene

Mr. R. P. Greer

Mr. B. E. Hanson

Mr. J. A. Hawkins

Mr. R. G. Heckford

Mr. & Mrs. Howkins

Mr. W. Kerfoot Hughes Mrs. Welie

PEAR HOTEL.

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Colonial L. F. Brown,

Mr. & Mrs. J. L. O'Con-

Capt. Innes.

R.E.

Mr. G. Brusse

Col. A. W. Collard

Mr. A. G. Coppin

Mr. W. Davies

Mr. F. H. Dicon

Mr. W. B. Dixon

Mr. J. S. Ezekiel

Mr. Andrew Forbes

Mr. Andrew Gaffney

Mr. D. M. Graham

Mr. J. von Houten

Mr. & Mrs. W. F. Inglis

and children

Mr. Philips Jameson

Mr. H. N. Jeffries

Mr. E. Burns-Pye

Brown

Mr. J. W. Crouch

Mr. G. H. Edwards

Mr. & Mrs. C. George

Mr. & Mrs. J. Bryan

Mrs. A. J. Coffee

and child

Mr. J. H. Moore

Mr. E. Heaps

Mr. & Mrs. tt. Grimble

Mr. J. J. B. Heemskerk

Mr. H. Bells

Major Hamilton

Colonel Crookonden

Dr. Beringer Mr. J. Black

Mr. W. S. Bailey

Mr. B. J. Barlow

Mr. F. C. Barlow

Mr. R. L. Bockinth

Major and Mrs. W. B.

Brown, R.E., and 3

VISITORS AT ROTELS.

Honoxono Horax

Mr. E. N. Irving

Mr. & Mrs. H. Johanson

Mr. & Mrs. B. S. Joseph

Major R. P. Litledale,

Captain and Mrs. E. E.

Mr. Gordon MacKie

McLellan

Mr. & Mrs. Milton

Mr. & Mrs. Ogden

Dr. W. W. Pearco

Capt. Radeliffe, R.E.

Mr. E. B. Schilling

Mr. C. Schouw

Mr. P. W. Sorgenut

Mr. A. E. Simpson

and child

Mr. T. Sims

Mr. M. Siva

Mr. Snowin

Mr. T. J. Smith

Mr. Somerville

Mr. R. W. Sutton

Mr. H. M. Tibbey

Mr. M. Trevoux

Mr. A. Valintino

Watte-

Mr. G. H. Wakeman

Mr. W. J. G. Whiley

Mrs. A. M. Whitton

Mr. J. J. Woollen

Wright

Miss Wylie coins

Mr. J. E. Loe

Mr. R. Martin

Mr. A. J. May

Mr. H. M. Maze-

Mr. & Mrs. Miller

Mr. M. Oustinoff

Mr. John Pitt, R.N.

Hon. H. E. Pollock

say; R.N.

Mr. A. Sinchir

Mr. A. G. Stokes

Mr. J. S. Thomson

Colonel Wheeler

Mr. W. H. Wheeler

Hamiston

Mrs. Langiands

Mrs. W. Wilson & child

Major and Mrs. Claude

Capt. P. Langlands

Capt. & Mrs. Prynne

Mr. & Mrs. F. R. C. Sur-

Dr. Oskar Muller, M.D

Remedios

Remedios

Dr. Wondland, M.D.

Mr. Munch Naur, M.A.

Mr. Wilhelm Siegert

Mrs. Sawer

CRAIGIEBURN HOTEL.

CONNAUGHT HOUSE.

Lti & Mrs. R. S. Cuming Miss d'Almada Reme-

ME & Mrs. T. W. Hind- Mr. J. M. d'Almad.

Mr. & Mrs. J. C. Lowe Mrs. de Ahnada e C

WAVERLEY HOTEL.

Dr. & Mrs. J. L. Maxwell Mr. E. J. Schmitz

Mr. & Mrs. H. Matheson Mr. W. Helms

Hon. R. Murray Rum-

Mr. A. B. McDermott

Mr. and Mrs. Newman

Mumford & children

Mr. Hugo Mailo

Mrs. & Miss Marchea-

Mr. & Mrs. H. Taylor

Lient. & Mrs. Bagnall 13707

Mr. and Mrs. Frank W

Dr. & Mrs. J. C. Thomson

Mr. D. G. Taylor

Capt. & Mrs. Simpson

Mr. A. J. Pitcher.

Mr. W. Paulit

Mr. H. Price

Dr. L. R. Reel

Mr. L. Scheber

Mr. A. Reid

Mr. Murlow

Mr. Michael

Mr. R. J. Johnstone

Mr. & Mrs. F. Kiene

Mr. E. A. Katach

Major H. S. King

Mr. J. Kirkwood

Capt. R. Lake

Mr. N. Lazarus

#### POST OFFICE NOTICES.

The Bayern, with the German Mail of the 30th alt., left Singapore on Friday, the 25th instead 6 p.m., and may be expected here to-morrow. The Peru, with the American Mail of the 5th inst,, left Yokohama on Saturday, the 26th inst, at daylight, and may be expected here on or about Sunday, the 3rd prox. The Ernest Simons, with the French Mail of the 4th inst., left Colombo on Friday, the 25th inst., at 6 p.m., and may be expected here on or about Wednesday, the 6th prox. This Packet brings

MAILS W	ILL CLOSE.	
NO.B	PER	DAY AND HOUR.
Canton Swatow and Bangkok Bangkok Ningpo and Shanghai Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Supplementary mail on board up to the time fixed for departure of the mail.	Kohsichang	Tuesday, 29th, 7.30 a.m. Tuesday, 29th, 10.00 a.m. Tuesday, 29th, 10.00 a.m. Tuesday, 29th, 10.00 a.m. Tuesday, 29th, Printed matter and samples

(Supplementary mail on board up to the Doric	, ,
mid bred for debutedto or me man.	fee of 10 cants, up to
Extra postage 10 cents.)	10.45 A.M.)
	Letters, 11.00 A.M.
Macao Heungehan	Tuesday, 29th, 1.15 P.M.
Amoy and Marilla Yuensang .	
Shanghai	Tuesday, 29th, 3.00 p.m.
Shanghai Ca'chas	2001
DITE BOARD STREET	90 7 0001 600
Canton	4 1 3045 P 00
Hoikow and Pakhoi Hailan	THESITAL SOLL TOO P.M.
	Wednesday, 30th, 7.30 A.M.
Macao Heungshan	Wednesday, 30th, 1.15 P.M.
	Wednesday, 30th, 3.00 P.M.
Francisco	
Charachai and Kaha	Wednesday, 30th, 4.00 P.M.
date Amore and Foodbow Hatching	Wednesday, 30th, 5.00 P.M.
Swatow and Amoy	Wednesday, 30th, 5.00 P.m.
TALLER AND A SHORT	
Conton Faishan .	Thursday, 31st,
	Printed matter and sam-

Coromandel .

Changeha ......

Empress of India

	(Late Letters 11.05 to 11.20 A.M. Extra Postage 10 cents.)	Sachsen
		,
	are and a second a	U
	Manila	Diamante
-	Moji, Kobe, Yokoliama, Victoria, B.C., & Tacoma Singapore, Penang and Calcutta	Glenogle
	Singapore, Fenang and Careacter	Coylon
	Thematoin	Kweiyang
· į	Shanghai, Moji, Kobe, Yokohama, Vancouver	Tartar
	Iloilo and Cebu	Kaifong
	Hono and Conf	

r	EUROPE, &c., India via Tuticorin
	(Late Letters 11.10 to 11.30 A.M. Extra
	Destroy 10 souts 1
	/Samplementary mail on ligard up to the
	time fixed for departure of the mail.
1-11	Extra Postage 10 cents)

1 =			* *		i
Manila, Cookto	Port wn, T	Darwin, ownsville,	Thursday Brisbane,	Island, Sydney	
and M	elbouri	10			'
		3			Í

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,

VICTORIA and VANCOUVER, B.C. ......

v.	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)						
: _	2				, b		
=	Sala (	londor	TO-DA	Y. Naval Yar	d. Mossrs.		

Sale, Furniture, 12, Knutsford Terrace

Kowloon, Messrs. Hughes & Hough, 2.30 p.m.

Sale, Coal, 10, Praya East, Mr. Geo. I

TO-MORROW.

Sale, Condemned Stores, Naval Yard, Messrs

COMMERCIAL.

CLOSING QUOTATIONS.

Bank Bills, at 30 days' sight ...... 1/1015

Bank Bills, at 4 months sight ...1/11;

Documentary Bills, 4 months' sight1/112

Bank Bills, on demand ...... 2.391

Credits, at 4 months sight ...... 2.434

Bank Bills, on demand ......463

Telegraphic Transfer ......1421

Bank, on demand ......1423

On demand ......Par.

On demand ......1152

Sovereigns, Bank's Buying Rate ... \$10.40

GOLD LEAF, 100 fine, per teel ...... \$54.25

Benares Old ......\$9071 to

about to-morrow, p.m.

11 p.c. pm.

Credits, at 4 months sight ..

28th October.

Hughes & Hough, 10 a.m.

Hughes & Hough, 10 a.m.

Lammert, 3 p.m.

ON LONDON .-

OR PABIS.

OR GHEMANE,-

ON BOMBAG

OR CALGUTTA.

ON SHANGHAL .-

ON YOKOHANA.

ON MANILA .-

ON BATAVIA .-

ON BAIGON:-

On demand

On demand

ON SINGAPORE.

ON HAIPHONG:-

ON BANGKOK:-

On demand

OR NEW YORK.

... 11.00 д.м. THE AMERICAN MAILS. The P.M. steamer Peru, with mails, &c., from San Francisco to the 5th inst., via Honolulu, has arrived at Yokohama, and left for this port vesterday, a.m., via Inland Sea, Kobe, Nagasaki

Registration ... 10,00 A.M.

(Registration, with late.

Letters, &c. ...11.00 A.M

Thursday, 31st, 4.00 P.M.

Friday, 1st Nov., 11.00-A.M.

Saturday, 2 Nov., 2.00 P.M.

Saturday, 2 Nov., 11.00 A.M

Tuesday, 5 Nov., 4:00 P.M.

Wednes, 6 Nov., 11.00 A.M.

Friday, 8 Nov., 4.00 P.M.

Circulars ..... 8.00 A.M.

Printed matter and sum-

Registration ... 10.00 A.M.

(Registration, with late

Letters ...... 11.00 A.M.

Printed matter and sam-

Ples ....... 9.00 A.M. Registration ... 10.00 A.M.

(Registration with late

Saturday, 9 Nov., 5.00 P.M.

Wednesday, 20th Nov.,

fee of 10 cents, up to

ples ..... 9:00 A.M:

Saturday, 9th Nov.,

10.45 A.M.)

10.45 A.M.)

10.45 A.M.)

foe of 10 cents, up to

and Phanghai The O. & O. steamer Coptic, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 15th inst.

THE FRENCH MAIL. The M.M. steamer Ernest Simons, with the next French mail, left Colombo on the 25th inst. at 6 p.m. for this port via Singapore and

THE INDIAN MAILS The Indo-China steamer Laisang, from Calcutta and the Straits, left Singapore for

this port on the 26th inst., at 4 p.m. MERCHANT STEAMERS. The "Shire" Line steamer Merionethshire, from Middlesbro' and London, left Singapore on the 24th inst., and is due here on or about

to-morrow. The N.Y.K. steamer Awa Maru (European Line) left Kobe via Moji for this port on the 23rd inst., and is expected to arrive here to-

The N.Y.K. steamer Milke Maru (Bombay Line) left Bombay via Colombo and Singapore for this port on the 15th inst, and is expected to arrive here on the 1st prox.

The P. & O. steamer Pekin left Bombay for Vid this port on the 17th inst. The steamer Oronsay, from New York, left | Koc Singapore on the 12th inst. for Manila, and is Nag expected to leave that port for Hongkong on Kas the 31st inst.

The P. & O. steamer Borneo left Singapore Tai for this port on the 25th inst., at 8 a.m. The P. & A. steamer Knight Companion left Moji on the 28th inst., s.m., for Hongkong. The C.M. steamer Oopack, from Glasgow and and may be considered due at Singapore on or

about the 26th inst. p.c. pm. The N.P. steamer Braemarsailed from Tacome for Japan and Hongkong on the 11th inst. The steamer Hillglen left New York for Straits, Gar Hongkong, China and Japan on the 22nd ult. The N.P. steamer Clavering sailed from Hai Tacoms for Hongkong via Vladivostock and Mar

Port Arthur on the 28th ult. The C.P.R. steamer Athenian left Vancouver on the 14th inst., for Hongkong via Japan ports and Shanghai.

The N.P. steamer Duke of Fife sailed from Tacoma for Yokohama on the 17th inst. The C. & O. steamer Kvarven left San Francisco for this port via Moji on the 19th inst.

STEAMERS PASSED THE CANAL. OPIUM. OUTWARD. - 24th Sept .- Queen Christina, Erz. 28th October. Quotations are: Allow ce net. to 1 catty. herzog, Franz Ferdinand, Kiautschou. 27th -Merionethshire, Argyll, Sophie Rickmers. Taich Malwa New ..... \$900 to \$910 per picul. 1st Oct. - Asama, Zafiro. 4th -- Borneo. 8th Tama Malwa Old ...... \$920 to \$930 -Bayern, Oro, Oopack. 11th-Achilles, Koshu Malwa Older .....\$940 to \$950 Afridi, Wakasa Maru. 15th-Acara, Bal- Pesca P. P'per-wrapped 3720 to lagrat, Denbighshire, Nurnberg, Shachsing, Gutzl Persian fine quality \$730 Witteleind. 18th - Glaucus, Glengarry, Ben- Sharp Persian extra fine... -cleuch, Kumano Maru. 22nd-Aragonia, Amoy Patns New ......\$925 Kanagawa Maru, Serbia, Tamba Maru, Dag- Swato mar. 25th-Ixion, Stuttgart, Calliope, Benares New .... \$9071 to

> IOMEWARD.—15th Oct.—Banca. 18th—Bahia. 22nd-Idomeneus, Annam (Danish). 25th-Bombau. ARRIVALS AT HOME .- 18th Oct .- Stentor. 22nd -Melpomene, Prinz Heinrich, Hudson. 25th-Arara, Indus.

Neptune, Seneca, Ville de la Ciotat.

THE HONGKONG STEAM WATER

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and

BOAT COMPANY, LIMITED.

Call Flag W. On the 23th at 11,05 s.m.—The barometer has fallen slightly on the China coast. The depression is probably lying in the neighbourhood of the Loochoos. Pressure remains high over the interior of China. Fresh to strong mension on the coast and in the N part of the China Sec. Percent:—Fresh N winds; fine J. W. KEW. Manager. 20. Dis Voiux Road Hongkong, 18th December, 1900.

Malate

whode: the.

Bacolod .....

C. S. James 7 a.

### JOINT STOCK SHARES, 1

Hongkong, 2sth October. PAID UP. GOOTAGIONS. COMPANY. Banka-Hongkong & S'ha ... \$125 1 66224 buyers L'don £63, 103. China & Japan, ordy. £1 nominal

Natl. Bank of China	N 64 45	
A. Shares	~£9	\$23, sellors
B. Shares		1528. seliura
Foun. Shares	41	ald, sellers
Bell's Asbestos E. A	#1	31.10, buyo:
Campbell, Moore & Co.		220.
China-Borneo Co., Ld.		\$33.
Chima Light and		\$20, nomina
China Prov. L. & M	\$10	\$91, buyors
China Sugar	\$100	\$102, seller
Cigar Companies-	1	
Alhambra, Ld	\$500	\$500, nomin
Philippine Tobacco   Trust Co., Let	\$50	\$50, nomin
Cotton Mills-		1000
Ewo	Tls. 100	Pla. 424, bu
International	Tis. 100	Tla. 524.
Luon Kung Mow	Tis. 100	Pla 40

Soychee ..... Tis. 500 [Pis. 200. Yahloong ...... Tls. 100 [ris. 11. Hongkong :.... \$100 | \$134, buyers \$6 \$5, buyers Dairy Farm Fenwick & Co., Goo ... 525 355, sellers Green Island Coment. \$10 \$124, sellers H. & C. Bakery ..... £10 \$140, buyers Hongkong & C. Gas .... \$10 \$13, buyers Hongkong Electric 35 Sol, buyers H. H. L. Tramways ... \$100 \$250, bayers Hk. Steam Water-\$7 |\$8, buyers \$50 \$138, sollers

Hongkong Hotel ..... 9.00 A.M. Hongkong Ico \$25 5185, bayers H. & K. Wharf & G .... \$50 \$96, buyers Sou \$1771, selters Hongkong Rope..... H. & W. Dock ...... neurance-\$50 \$157, sales Canton..... China Fire \$20 \$35, selie, s \$20 \$60, sellers China Traders' \$50 5550, buyers Hongkong Fire ..... #25 Ils. 190, buyers No. th China ...... Straits ..... \$20 nominal " Union ..... \$50 \$330, buyers \$60 \$12 , buyers

Yangteze ..... and and Building-Hongkong Land Inv. \$100 \$193 sales Humphreys Estate.. \$10 \$134, wellers Kowloon Land & B. \$30 \$31±, buyers West Point Building \$50 \$65, sales Luzon Sugar ..... \$100 \$25, sellerg fanile Invest. Co., Ld. \$50 |\$50, nominal Charbonnages ..... Fcs. 250 [8325.

Queen's Mines, Ld., Olivers Mines, A. ... . B. ... Punjom ..... Do. Preference ... low Amoy Dock ..... Oriento Hotel, Manila Powell, Ld. ..... Robinson Piano Co., Ld. Steamship Coys. \$50 662, buyers China and Manila...

fee of 10-cents, up to £10 £10, buyers China Mutual Pref. £7.10 £7.10, sellers China Ordinary ..... Douglas Steamship H., Canton and M. £10 \$150, sellers Indo-China S. N. ... ShellTransport and Trading Co..... Star Ferry Tebrau Planting Co ... United Asbestos ..... Universal Trading

\$10 \ \$21\frac{1}{59\frac{1}{2}}, sellers \$4 \$9, buyers \$10 \$15. \$20 \$191, sellers Co., Ld...... 5 Wanchai Warehouse... \$371 pominal Watkins, Ld ..... Watson & Co., A. S. .. \$10 \$16, sellers

VERNON & SMYTH, Brokers,

\$5 \$41, buyers

25c. | Conts.

55 nominal

Sid nominal

SU £4, Bollers

\$1 \$11, sellers

\$10 \$10, nominal

850 Sou, nominal

£5 £5, seilers

\$15 \$35, buyers

£1 £2. 12s, 6d.

\$50 \$17, rales & sellers

### THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 27th OCTOBER, P.M.

TATION.	Hour.	tiaromet red. to s level an 320 Fa		Humidi	Direc-	Force.	Weathe	Mr. N. K. Davidson Dr. Macleod Mr. J. M. Eilis Mr. Benita Mestrea Mrs. H. C. D. Frampton Mrs. Retallick Miss Hutchings Mr. R. Riddoc's
divostock	2 p.		43	1	1 10	1	b	Miss B. Hutchings Mr. N. S. P. Trim.
kyo	47	20.10	_	1.0	1-	9	-	Mr. J. M. Jones ham
chi		29.39	_	-	BW.	. 2	-	LicutColonel Koe Mrs. Wispeit -
gasaki		29.87	-	_	N	6	-	Mr. R. W. Laxton
goshinna		29.83	-	-	ME	8		
ihoku	1 p.	29,98	_	-	24	4		Messas. Falconer & Co.'s Registre, 28th C
icha		29,79	-	-	1 20	8		Barometer 9A.M29,92 Therm. 9A.M. (Wet bull
inan		29.81	-	_	N	8		Barometer 1P.M., 29,91 Therm. 1P.M. (Wetbulk
கம்யம்	18	29.80	· '	-	-	0		Barometer 4 P.H 29.88 Therm, 4 P.zr. (Wetbulk
scadores		20,63		-	NE	10		Thermom. 9a.k 74 Therm. Maximum
tzlaff	3 D.		62	60		5	E	Thermom. 1 P.M 76 Therm. Minimum over
arp Peak	12	29,94	71	62	1	3	b -	Thermom. 4r.m 75 night
поу	29	29.93	77	42	35	3	h	
atow	23	29.92	78	-	#2#	3	ls	HONGKUNG REGISTER
nton		29.97	83	60	37	iil	Ъ	Previous   Ou dage On da
ngkong	4 p.	23.91	77	44	N	2	Ď.	day 4 p.m. at 10 a.m. at 4 p.
c'tia Peak		_	-	-	NXW	3	-	Barometer 29.01 \$0.4-2 29.0
p Rock		29,31			NNW	5	-	Temperature
Cao	10	29,95	79	_	NNW		C	Branisity
iphong	1 p.	_		-	-	-	-	Po ce 2
mila		29.88	88	66	-	0	e	Weather b b
Into		_	-	-	1	0	e :	Rain
colod			-	-	8	2	e	Highest open air temperature on the 27th
ilo	29	29,94	85		W	3	C	Lowest open air temperature on the 27th
bu	2.0	29.81	86	-	8w	3	b	Hongkong Observatory, 28th October.
S. James				_	, -	_		
31 L		OCTOB	ER A	ж.	5' ·		0	From 29th October to the 4th November.
divostock	7 a.	29,97	1 39	91	-	00	Ь	
	10%.				-	_		HIGH WATER. LOW WATER.
ehi	330	-		-	-	_	-	The second secon
gasaki		****	-	-	-	-	-	Holyht, Hongkong Helght, Hongkong Helg
- whime					T	1	1 2	Boll be Many Time Height, Wenn Time Heigh

Cebu	29	29.81	50	=	8W	3 b	Hongkong Observatory, 28th October.				
C. S. James		OCTOR	ER A	<u>-</u>	1	-1-	HONGKONG TIDE From 29th October to the 4				
	7 a. 10 a.	29.97	39	91	_	0 b	Ifton WATER.	LOF WATES.			
Kochi Nagasaki Kagoshima	39 38 39		_	-	-		Height, Height	ongkong Helg			
Taihoku Taichu Tainan	5A,	=		-	=		Tues, 20 at 10 24 3 9 m	4			
Koshun Pescadores Gutzlaff	Da.	30.13	63	62	NNE	3 cv	Wed. 30 m 11 10 3 5 m 10 17 a 6 3 Thure 31 m 6 21 a 3 1 m	3 46 m 1			
Sharp Peak Amoy Swatow	19	30.06 30.01	69 69	49 65	NE		Pric 1 m 1 35 a 2 10 m 11 44 a 5 7	4 20 a i 6 23 U 1 4 55 a 2			
Canton Hongkong	10 a.	30.02	78	46	w	1 b	5mm. 2 m 0 38 5 0 m 4 0 4 2 10	5 34 a 3			
Vict'ia Peak Gap Rock Macae	.Jp -	30,03 30,04	75	=	NRM NNE NZE	2	Mon. 2 4 5 m	. 0 0 a .2 1			
Haiphong	7a.	29.88	82	70	<b>M</b>	1 0	CARTRIDG				

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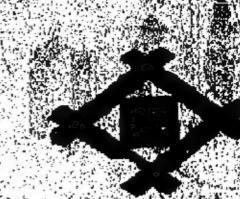
83

-

NOBEL'S SPORTING BALLISTIFE. Absolutely Smokeless and Water-resisting THE BEST NETBO-POWDER IN THE WORLD, PRICE OF 12-BORE CARTRIDGES:-Loaded with With Powder Powder only, and I oz of Shot. Primrose Cases ... \$5:65 On the 27th at 12.50 p.m.—Barometric changes are alight.

Pressure remains high over the interior of China, and an area of low pressure appears to be lying in the Pacific to the S of the Loochoos. Strong menaoch an the China court, and in the N part of the China Sea. Forecast:—Freeh N Pegameid Cases ... 6.25 8.65 Ejector Brass Cases. 6.90 5 per cent. discount on orders of 1,000 and over.

WM. SCHMIDT & CO., Gunmakere. Hongkong. Hongkong, 27th July, 1897.



N. INUZUKA, Manager,

OR MITSUI & CO.)

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CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway Bureau Principal Railway Companies and Industrial Works, Home and Foreign Mail and Freight Steamers. SOLE PROPRIETORS of the Famous Mike, Togawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fukumo, Hokoku, Ichimura, Kanada, Kishima, Mangoura, Onoura,

Hongkong, 1st August, 1901.

PEERLESS SCOTS WHISKIES.

Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Coal Mines.

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HE VICTORIA DISPENSARY. Chemists and Druggists, High-class Asratod Waters, Dealers in Photographic Requisites, Queen's Road.

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ADIEU Secretannel Supple de Art Baile conglety Cyclination by Meson W St. Marley & Orese and Contession A The Languett built and in Enversage Serie suitable for hydre surrent The state of the s

Printed and Pablished by ALFRED CURRENGERS for the Concerned at 14, the Vone

VESSELS EXPECTED.

THE GERMAN MAILS.

left Foochow on the 28th inst., at noon, and

The Imperial German Mail steamer Bayern,

carrying the German mails with dates from

Berlin of the 30th ult., left Singapore on the 25th

inst., at 6 p.m.; and may be expected here on or

THE CANADIAN MAIL.

at Shanghai on the 20th inst., at 9 p.m., and left

again on the 27th inst., at 8,30 p.m., for Hong.

kong, where she is due to arrive to-morrow, at

The C.RR. steamer Empress of India arrived

may be expected here on or about to-night,

The Imperial German Mail steamer Sachsen